



The Broad Street Station District Redevelopment Plan

City of Newark

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The Broad Street Station District Redevelopment Plan

A Redevelopment Plan submitted to the Central Planning Board on September 22nd,
by the Department of Housing and Economic Development, Division of Planning and Community Development.

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I. Introduction

The Broad Street Station District lies at the northern end of Downtown Newark and is a critical albeit currently underutilized transit hub for Northern New Jersey, with a range of large-scale, transit-oriented development opportunities. Currently, the District includes an estimated 60 acres of developable properties, most of which are within a 5-10 minute walking distance of New Jersey Transit's Broad Street Station, the Newark Light Rail line, the Newark Subway system, the vibrant Downtown campuses of Rutgers University and NJIT, cultural institutions and sports venues, and an increasingly accessible Passaic Riverfront.

The District includes the James Street Commons Historic District as well as some of the region's pre-eminent academic, cultural and other institutions such as Rutgers University, NJIT, the Newark Museum, Newark Public Library, Washington Park, Newark Bears and Eagles Stadium, St. Michael's Medical Center and historic Washington Park. Past public investment in the District's commuter rail, light rail, subway and surface transit represent millions of dollars worth of capacity around which transit-oriented development can occur.

An Enviably Transit Hub

The Broad Street Station District is a major transit hub for the region, anchored by New Jersey Transit's historic Broad Street Station which serves three commuter rail lines, 12 major bus routes, and a new light rail line. More than 8,000 passengers use the station complex everyday. The station was constructed by the Delaware, Lackawanna and Western Railroad (DL&W) from 1901-1903. It is one of New Jersey's premier historic railroad facilities and is listed on State and National Registers of Historic Places.

Broad Street Station offers direct and speedy access to Midtown Manhattan via three commuter rail lines that is enviable for the entire tri-state region. The frequent, high-speed rail service not only puts the Broad Street Station neighborhood within 16 minutes of midtown Manhattan, but also provides connections to Amtrak's Acela rail service to Boston, Philadelphia, and Washington, DC via a quick light rail trip to Newark Penn Station.

The Station is currently undergoing \$73 million in improvements, which will expedite boarding and exiting of trains, increase the availability of information to customers, improve pedestrian circulation in and around the station, increase the flexibility of train operations, and make the station fully accessible to customers with disabilities. In addition to this investment in infrastructure, the State of New Jersey has passed the Urban Transit Hub Tax Credit to help spur major transit-oriented development projects. The Broad Street Station District is one of only a few designated urban transit hubs under the Act and is therefore well-positioned to attract significant new office and commercial development to this district.



Broad Street Station is also a light rail station that is part of the Newark Light Rail (NLR) Extension that opened in 2006 and connects Newark Penn Station to Newark Broad Street Station. This light rail service provides intermodal transfer capabilities between trains serving Newark Penn Station and Newark Broad Street Station with continuing service to stops along the City Subway/Newark Light Rail line that provides access to other parts of the downtown, the universities, Branch Brook Park, northern Newark and northwestern suburbs.

Newark has the second best bus service in the nation, and Broad Street Station is a major bus stop and intermodal transfer point for the entire city. Broad Street and University Avenue buses to downtown Newark stop at the station every 1-3 minutes during rush hours and buses to Newark Penn Station run every 8-10 minutes. The District as a whole is served by a total of fourteen major bus lines providing frequent bus service on Orange Street, Central and University Avenues and MLK Blvd

Additionally, at the western boundary of the Broad Street Station District is the Norfolk Street Newark Light Rail/City Subway Station, which gives riders access to Penn Station in under 10 minutes and access to North Newark and Branch Brook Park in 5-10 minutes. Rush hour service the Grove Street Light Rail/City Subway line is as frequent as many subway lines in New York.

A Step Towards a More Sustainable City

The Honorable Mayor Cory A. Booker has made a commitment to the Clinton Global Initiative to reduce carbon emissions to 1990 levels by 2012 to achieve Kyoto Protocol Targets. This commitment is a bold step and is more aggressive than currently mandated by the State of New Jersey's Global Warming Response Act, which requires a statewide 20% reduction in greenhouse gas emissions by 2020, followed by a further reduction of emissions to 80% below 2006 levels by 2050. The Broad Street Station District presents a unique opportunity to help meet the Mayor's sustainability goals. It begins to set a model for urban transformation in Newark that is not only transit-oriented, but takes bold steps in making downtown Newark more walkable, green and sustainable. This plan's design and zoning standards have been developed under the following sustainability principles:

1. Better leverage transit assets by promoting transit use and planning around transit
2. Promote high densities around transit and other appropriate areas
3. Minimize vehicular miles traveled in the District in favor of walking, biking, bus travel, light rail, and commuter rail
4. Support a walkable downtown through pedestrian-oriented streetscapes and investments in the public realm
5. Reduce the heat island effect through street trees, vegetated corridors, and intensive & extensive green roofs
6. Encourage use and reuse of energy efficient materials

7. Encourage the use of alternative and renewable energy in design wherever possible
8. Promote sustainable storm water policies

Redevelopment Plan Goals and Objectives

The Redevelopment Plan seeks to integrate the plans and planning efforts of New Jersey Institute of Technology, the Newark Housing Authority, St. Michael's Medical Center, Rutgers University, the Newark Museum, the Newark Library, and previous community efforts into one comprehensive development framework with enough flexibility to accommodate a range of future stakeholder needs and shifting market forces, while at the same time addressing development challenges in the areas of infrastructure improvements, parking, and vehicular and pedestrian circulation.



The District presents a unique opportunity to attract new development that will catalyze an environment of 24/7 activity in Downtown Newark while bringing needed amenities and economic development to the neighborhood's current residents and Newark overall. The Broad Street Station District Redevelopment Plan therefore intends to satisfy the following policy goals and objectives for development in this District:

Promote Transit-Oriented Development and Activity

- Leverage the City's assets to optimize transit-oriented development and increase pedestrian activity and circulation into the District
- Enhance Broad Street Station's role as a hub of activity and a vibrant center for the entire District and adjacent neighborhoods

Create a "Living Downtown"

- Increase downtown's residential population
- Increase housing production and housing options for various income and lifestyle groups including public housing, affordable housing and market rate housing suitable for Newark residents, students and faculty, workers and artists
- Enhance existing neighborhood identity in the district while creating new places and neighborhood anchors

Improve Economic Health and Help Make Downtown a Shopping Destination

- Contribute to job creation for Newark residents, including public housing residents
- Recapture the City's retail demand, with large and small formats that serve diverse populations including students, faculty, residents, commuters and visitors
- Develop a new retail shopping destination
- Attract office and retail use that creates new jobs and employ Newark residents.

Manage Parking and Traffic

- Identify solutions for strategically located structured parking
- Maximize opportunities for shared and mixed-use facilities
- Minimize traffic impacts to residential neighborhoods

Provide a Vibrant Quality of Life

- Foster the higher learning, creative and cultural attributes of the District through a deeper integration of campus and cultural institutions with surrounding communities
- Enhance the quality of life for all those who live, work, attend school and/or recreate in the District and the abutting Downtown area through additional services, amenities and physical improvements
- Promote an image of safety and vibrancy
- Create a unified and vibrant public realm that provides safe, walkable streets that connect neighborhood and institutions
- Enhance pedestrian connections to and from Broad Street Station as well as other transit stations in or at the edge of the District

Celebrate Historic and Cultural Resources

- Protect and enhance the James Street Commons Historic District, Washington Park, and the 8th Avenue Neighborhood
- Bolster the prominence of the Newark Museum, the Newark Public Library, and other cultural destinations within the District

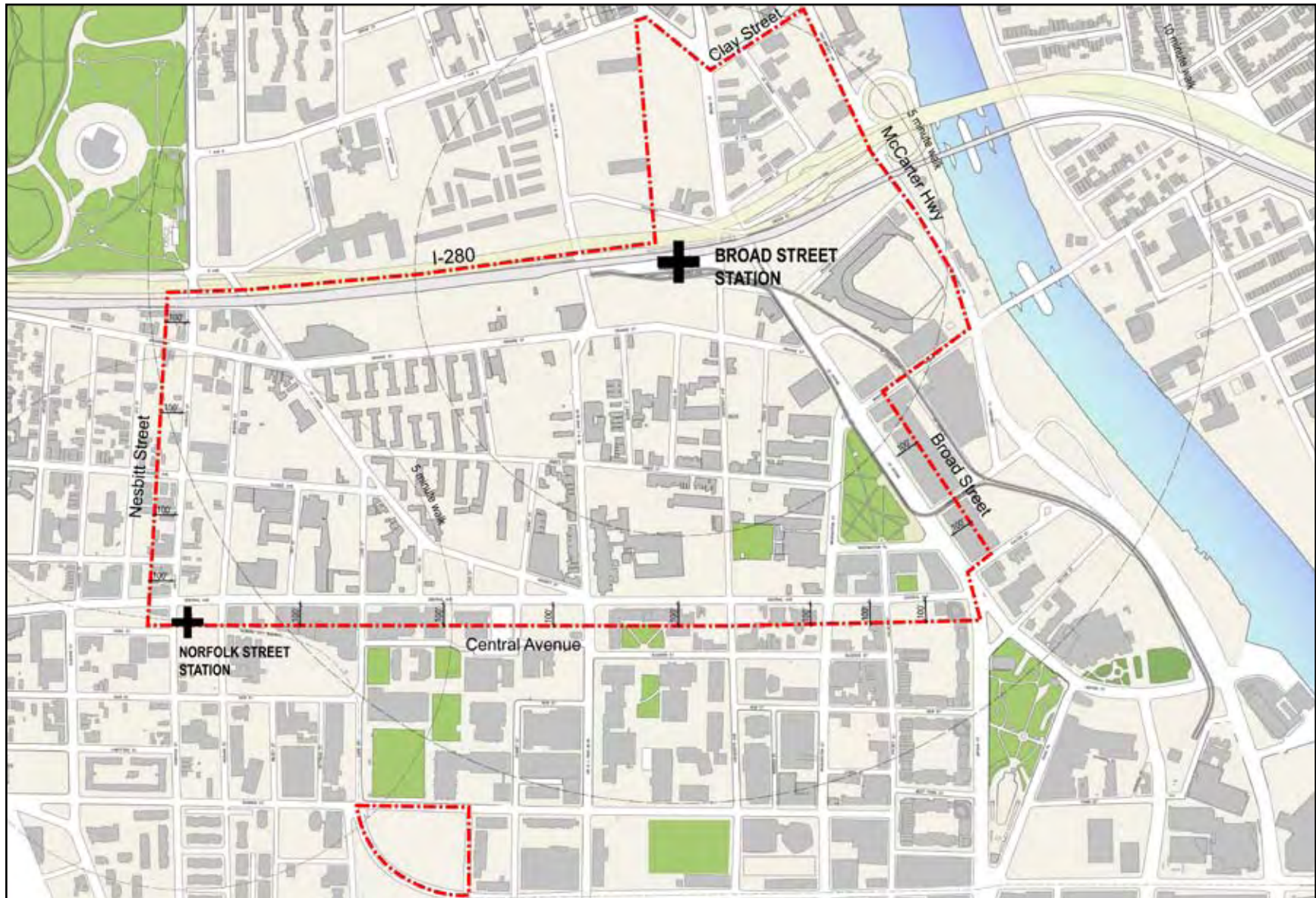
Foster a Sustainable Urban Environment

- Support and expand a “green” and sustainable District featuring active parks, attractive streetscapes, pedestrian-friendly streets and a network of open, aesthetically pleasing spaces, including Washington Park
- Encourage LEED construction and green roofs where appropriate
- Reduce dependency on cars and discourage car trips in single-occupancy vehicles

The City seeks to fulfill the above-stated policy goals through a shared development vision, embodied in the Redevelopment Plan. The Plan, developed under the “area in need of rehabilitation” statute, will generally govern all blocks and lots within the District and will address appropriate land use, zoning and design regulations for the District. The Plan is intended to be a flexible and market-tested framework plan, designed to guide new investment in transit-oriented, mixed-use, mixed-income development. The Plan will encourage and facilitate feasible and predictable development investment opportunities. The Plan has been developed in collaboration with area residents, community organizations, cultural institutions, property owners and other District Stakeholders.

II. District Overview

Figure 2.0: Plan Area Boundary



A. Planning Area Boundary

The Broad Street Station District lies at the northernmost end of Downtown Newark and for the purposes of the Redevelopment Plan is bounded by Norfolk Street to the west, I-280 and Clay Street/Seventh Avenue to the north, McCarter Highway to the east, Bridge Street and Broad Street to the southeast and Central Avenue to the south. The District also includes an area of NJIT's campus bounded by Raymond Boulevard, Warren Street, and Colden Street. In addition to Broad Street Station, the District includes the James Street Commons Historic District, as well as some of the region's preeminent academic, cultural and other institutions such as Rutgers University, New Jersey Institute of Technology, the Newark Museum, Newark Public Library, Newark Bears and Eagles Stadium, St. Michael's Medical Center, the Plume House, the House of Prayer, the Women in Support of the Million Man March African American Cultural Center, and historic Washington Park. The District is home to the historic 8th Avenue community, which contains some of the oldest landmark buildings in the City, and the renowned New Hope Baptist Church.

Figure 2.1: Plan Area - Site Aerial



B. Purpose & Objective of the Plan

The purpose of the Broad Street Station District Redevelopment Plan is to establish a redevelopment plan to guide future development and redevelopment within the Plan Area as well as set forth a framework for design standards and guidelines that will invigorate this area. The zoning and design standards in this plan shall supersede the City's current Land Use Ordinance, procedures, site plan review regulations and Zoning Ordinance as classified under Titles 37, 38 and 40, respectively, of the City's Revised General Ordinances as amended. This Redevelopment Plan shall also supersede the East and Central Ward Redevelopment Plans for any municipally owned properties that fall within the boundaries of this Plan Area, and it shall supersede any other existing redevelopment plans for the Plan Area.

The primary goal of the Broad Street Station District Redevelopment Plan is to create a transit-oriented development hub that is a 24/7 "living" district where people choose to live, work and play. The Plan is premised on leveraging the District and its assets

for transit-oriented development that will set a precedent for smart growth for Newark, Essex County and the entire state of New Jersey, and as such advances the goals contained within the State Planning Act. The Plan's main goals are consistent with the State Development and Redevelopment Plan and adheres to the general framework in NJ TRANSIT's Transit-Friendly Land Use publication. Additionally, this Redevelopment Plan will help in the City's pursuit of a New Jersey Transit Village designation for the Broad Street Station District.

The Redevelopment Plan will serve to unify existing plans for the area and proposed development projects under one coherent planning framework aimed to revitalize the entire district. A unified and coherent planning framework that integrates stakeholder input and market realities while clearly defining policy goals for revitalization brings certainty and predictability to the development process.

C. Statutory Basis for the Redevelopment Plan

The Broad Street Station District is bounded generally by Norfolk Street to the west, Clay Street to the north, the Passaic River to the east and Central Avenue to the south. The boundaries of the plan area are shown on Figure 2.0: Plan Area Boundary. The Plan area contains a mixture of uses and densities, from high-rise office buildings to low-rise, historic single-family homes. Industrial uses still exist in the District and much of the District is zoned for industrial uses due to this area's historic importance at the intersection of the Passaic River and the Morris Canal. Much of the area is filled with vacant land and abandoned buildings, a major reason for the many challenges and tremendous opportunities of the District.

This Plan (the "Plan") is prepared on the basis that The Newark Municipal Council declared the entire City of Newark (the "City") "An Area in Need of Rehabilitation" pursuant to the New Jersey Local Housing and Redevelopment Law (LRHL) on June 15, 2005, Resolution number 7RDO (AS). This determination was based on a finding that the water and sanitary sewer utilities in the Area are at

least 50 years old or older and in need of maintenance and repair.

The purpose of this Plan is to establish a redevelopment plan to guide future development and redevelopment within the Plan Area as well as set forth a framework for design standards and guidelines that will invigorate this area. The regulatory and design standards in this plan shall supersede applicable provisions of the city's current Land Use Procedures Ordinance, Land Subdivision (site plan) Ordinance, and Zoning Ordinance as codified under Titles 37, 38 and 40, respectively, of the City's Revised General Ordinances as amended. This Redevelopment Plan shall also supersede the East and Central Ward Redevelopment Plans for any municipally owned properties that fall within the boundaries of this Plan Area, and it shall supersede any other existing redevelopment plans for the Plan Area.

Downtown Newark, 1874



D. Historic Overview of District

The Broad Street Station District has a rich history that includes nearly four centuries of urban settlement and a history of human activity related to the Passaic River long before that. The Lackawanna Station was the original name of the Broad Street Station, named after its builder, the Lackawanna Railroad Company. The railroad connected Pennsylvania to New York, and followed the path of the Native American trails through the Lackawanna River Valley. The word Lackawanna is Native American in origin. Prior to European settlement, this bend in the Passaic River was an axis in the Lenni Lenape Native American Great Minisink Trail. Lenni Lenape was an American Indian tribe that settled in the region of Northern Delaware, Eastern Pennsylvania, and New Jersey, along with some parts of New York State, Staten Island, and Long Island. Lenni Lenape means “true men” or “common people.” The Lenape were the first people to stake a claim in the Broad Street Station District.

Part of the original European settlement of Newark, the heart of the Broad Street Station District was home to settlements even before

Newark earned the title of third oldest city in the Nation. Washington Park was the primary market place for the “Our Town-on the Passaic River” by 1668. The Broad Street Station District eventually became part of the Old First Ward over the subsequent century of European development evolved. Many of the City’s founders, such as Vanderpool, Titus, Baldwin, and Ward, lived in the District.

Morris Canal and the Birth of an Industrial Hub

In 1832, the Morris Canal opened at the northern edge of the area. Traveling from the Delaware River at Phillipsburg to the Passaic River, the 90-mile engineering feat of its time – delivered by the labor of Irish immigrants – nourished the area’s early industries and enabled an eventual industrial boom, stimulated street and road development, and promoted Newark’s overall prosperity. Traditional crafts that were among the first major economic activities in the City, such as hatting, tanning,

brewing, couch-making, and foundry, evolved into powerful industries due in part to the Canal.

A Place of Innovation and Inventors

At the juncture of Broad Street and Orange Street, Seth Boyden, one of America's greatest inventors, developed the technology of patent leather and malleable iron for the area's companies. In 1825, Boyden created his first steam engine for the Newark Lime and Cement Company off Bridge Street. Later, he improved on the principles of early locomotives in his Orange Street workshop. From 1870 to 1876, Thomas Edison started his creative career near the area, creating 172 patented inventions, including his ticker-tape machine. His phonograph machines were manufactured on Orange and Broad Streets. Edward Weston, another prolific inventor, developed most of his 334 patents in his laboratories on Orange and High Streets, which helped to revolutionize the measurement of electricity. His Weston Electric Lighting Company was an international leader in the supply of arc lighting systems, among other advanced products. In his laboratory, which was in the attic of the historic Plume House on Broad Street, Hannibal Goodwin invented transparent flexible nitrocellulose film rolls, which Eastman-Kodak used to create a powerful industry.

With technological advancement, industries in the area grew into the largest manufacturers in the nation. Westinghouse Electric and Manufacturing Company started its Orange Street factory in the 1870s and employed over 1,700 workers. Claimed as "Aladdin's Workshop," it was the world famous center for manifold precision electric instruments, measuring the small currents set up by the human heart, as well as gauging the power moving through giant plants that provided light and heat for whole cities. In 1921, Westinghouse Electric Company entered the broadcasting industry. The Tung-Sol Works at the northern end of the area was the country's major supplier for bifocal automobile lamps,

signal flashers, miniature lights, and picture tubes. The Ballantine family set its roots in the area and had one of the country's largest breweries nearby. At the western edge along the river, the Clark Thread Company was the world's largest cotton thread supplier.

The Broad Street Station has always been an anchor for the District and a regional destination. Starting from 1855, with a new bridge across the Passaic River, the Morris and Essex Railroad Company created one of the busiest rail hubs in Northern New Jersey. After 1868, the Delaware Lackawanna & Western Railroad further extended the rail system beyond the tri-state area, with the landmark Broad Street Station built in 1903. The area is also at the major highway juncture of Route 21 (McCarter Highway) and I-280. Park Avenue moves into the City through Branch Brook Park, and connects to Broad Street through Bloomfield Avenue. Four traffic arteries (Broad and Washington Streets, and Central and Bloomfield Avenues) converge in the area, making it the City's most congested area in the late 1940s.

Cultural and Office Growth around the Park

Under the influence of the City Beautiful Movement before 1910, some larger institutions, such as the Newark Museum and the Free Public Library, settled around Washington Park. The once-favored residential location began to decline in the 1920's with the emergence of banking and insurance institutions. The American Insurance Company and Banker's Indemnity Insurance built their landmark headquarters in the area. In the 1950s, Mutual Benefit Life Insurance, one of the largest insurance companies in the nation, relocated to Broad Street. Industry in the District began to decline long before the Great Depression, when the Morris Canal was converted to Newark's City Subway and Raymond Boulevard. This area became a hub for office development as the Downtown expanded ever northward in the early twentieth century.

Broad Street Station gradually became a vibrant commuter hub for office workers who worked in the District.

Decline of the District

Office uses declined, however, after the Great Depression and during a period of suburbanization of businesses and retail and population loss for the entire city. Office and retail vacancies on Broad Street grew in the 1950s while industrial vacancies and residential obsolescence in the area begged for intervention. As part of a nation wide phenomenon, “slum clearing” efforts began in Newark, and some of the earliest were in this District. These efforts aimed to eliminate abandonment and squalid living conditions in the District. The first project built was Baxter Terrace, which was then followed by the renowned Colonnade buildings designed by architect Mies van der Rohe.

Urban Renewal

Under the 1937 Housing Act, Baxter Terrace, a public housing complex of over 600 units, was built along Orange Street in 1938. The project, named after the public servant James Baxter who later became the Dean of the Newark Staff of Principals before his death in 1909, was viewed as one of the most pleasant housing complexes to live in Newark at the time. He was well-regarded by his colleagues and City officials, and made a name for himself by successfully championing the right of every African-American child who graduated grammar school to go to high school. Ten years later, under Urban Renewal, an entire Italian neighborhood north of Broad Street Station was declared a “blight” to the City and was cleared to make way for Columbus Homes, the State’s largest public housing project at the time, and three modern market-rate middle-income high-rises, designed by famed Ludwig Mies van der Rohe. The project promised to alleviate the overcrowding the city was

experiencing while keeping middle-income residents in Newark.

The city as a whole continued to suffer population losses – following the trend of cities around the Nation at the time – and lost many of its middle-class residents and businesses. The historic James Street Commons Neighborhood over the same period fell victim to massive abandonment. The public housing projects across the City, including Columbus Homes and Baxter Terrace, once symbols of hope for better living conditions, became symbols of urban decay. Columbus Homes was razed in 1993 at the beginning of a new era in urban redevelopment.

Amidst Hardship and Decline, An Educational Hub Grows

Despite the depopulation of residential neighborhoods, widespread abandonment of downtown’s office core and a deteriorating urban fabric and public realm, Newark’s university community continued to grow and expand to keep pace with a changing economy.

New Jersey Institute of Technology, formally known as the Newark Technical School, was founded in 1881, with 88 Newark citizens making up the first class. Today NJIT is one of the leading research and technology schools in the nation. New Jersey Law School began classes in 1908 and in 1946 joined alliances with other educational institutions to found Rutgers University at Newark, which is one of the country’s leading Urban Studies Research Universities. These renowned institutions anchor the University Heights neighborhood.

By the 1960s over 25,000 students, faculty, and staff made their academic home in the area, though at that time there was no on-campus housing provided. Between the 1960s and the present day the University community has grown substantially, roughly doubling the amount of students, faculty and staff. Further, Rutgers Newark and NJIT have

Figure 2.2: James Street Commons Historic District



expanded their campuses significantly and added student housing, bringing new life to the streets of the Downtown and to the Broad Street Station District at a time when private sector growth in the area had stagnated.

Towards Revitalization

In 1978 a major step towards the revitalization of the James Street Commons neighborhood was taken when 21 street blocks were designated as the James Street Commons Historic District on the State and National Register of Historic Places, the first historic district in the City. Since the designation, many people have come to the Historic District and purchased and renovated row houses, bringing new life to the historic residential core of the District. Offices are also located in some of the historic properties on James Street, better linking the District to the downtown. These small contributions have helped larger development in the area as well.

The opening of the New Jersey Performing Arts Center (NJPAC) on the edge of the District served as a catalyst for development in Newark. Since opening in 1997, the 2700 seat facility has brought in over half a million visitors each year.

The Bears and Eagles Riverfront Stadium officially opened in 1999. The stadium is the home of the Newark Bears, a professional baseball team that is part of the Atlantic League of Professional Baseball. The Bears were originally a farm team for the New York Yankees until 1949, and the Eagles were a successful Negro League team that played in Newark until 1950. The stadium hosts many events, such as the 2001 Atlantic League All Star Game, New Jersey Athletic Conference baseball championships, as well as the Newark chapter of the American Cancer Society's Relay for Life. The stadium is also home to NJIT and Rutgers Baseball teams.

University Square, which is located along Central Avenue, has been one of the Districts largest recent additions. The first floor retail space serves the 12 floors of student housing above, and the surrounding college town area.

The latest substantial addition to the District that has helped to catalyze new investment is the extension of the Newark Light Rail from Newark Penn Station to Broad Street Station. The addition provides service to three stations within the District - Bears and Eagles Stadium, Washington Park and Atlantic Street.

Figure 2.3: Broad Street Station District Selected Demographics

2000 Census Statistic:	Broad Street Station District	Broad Street =Station District and Immediate Vicinity	City of Newark	New York City/ Newark Region
Population	5,200	11,800	273,546	21,199,865
Income	N/A	\$28,110	\$30,781	\$50,795
Unemployment Rate	N/A	16.2%	11.2%	4.10%
Households	1,894	3,655	100,141	7,738,759
Families	1,040	1,981	22,713	5,265,829
Renters	92%	88.8%	76.2%	47%
Homeowners	8%	12.2%	23.8%	53%
Residential Vacancies	182 units or 8.8%**	9.2%	8.7%	5.80%
Labor Participation	61.4%	54.9%	63.90%	61.80%
Educational Attainment (% of population without H.S. degree)	30%	28%	34%	15%

*US Census 2000, American Community Survey 2006

**Before the beginning of the vacating of Baxter Terrace

E. Demographic & Market Snapshot of the District

The Broad Street Station District is clearly underutilized for residential uses given its population density relative to the citywide average. The District has about 5,200 persons per square mile while Newark has an average of nearly 12,000 persons per square mile. Because the Newark figure includes port and airport land, some neighborhoods in Newark have population densities far above that, some in excess of 25,000 people per square mile.

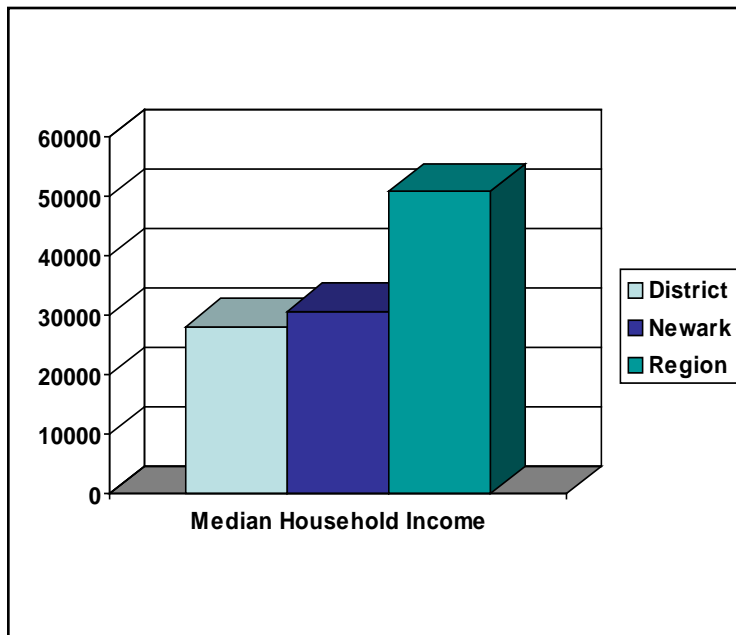
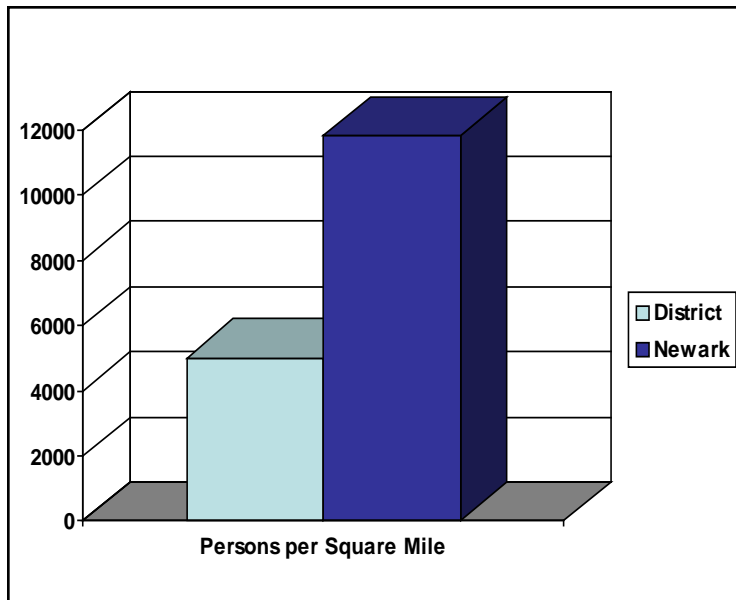
Demographic profile of the Broad Street Station District

The Broad Street Station District abuts several neighborhoods, including the University Heights neighborhood, which was recently designated a Super-Neighborhood under a new City initiative to increase neighborhood pride and expedite services; Rutgers University and NJIT campuses; the “Halsey Village” area of the Downtown, where new restaurants continue to open and more people are living in newly-renovated rowhouse apartments; and

the Lower Broadway neighborhood, which marks the strengthening mixed-use gateway of the Bloomfield Avenue commercial corridor and the southwestern end of Branch Brook Park. The District, including portions of these neighborhoods that are immediately adjacent to it, has a total of nearly 11,800 residents residing in 3,655 households.

The median income of residents in the District and its immediate surroundings is estimated to be \$28,110, according to the 2000 Census, which is only slightly lower than the citywide figure but much lower than the region at just a little more than half. The area has an unemployment rate of 16.2%, which is drastically higher than the citywide average of 11.2% and three times greater than the national average of approximately 5%.

The labor force includes slightly more white collar than blue collar workers, a statistic that contrasts with that for the City



of Newark as a whole. The largest cohort of the labor force works in sales and office industries, accounting for 28.4% of the population. The largest income cohort in this area are individuals who make less than \$15,000 a year, who compose a full 1/3 of the population or 33.9%. Educational attainment in the District is low for the State, with about 30% of the population over 25 never completing high school. About 22% of those over 25 have completed some college education, 11.2% have earned Bachelor's degrees and 6.4% have earned a graduate degree. The number of citizens who have attended college or earned Bachelor's degrees is significantly low, considering the surrounding District has two universities and Newark is home to a total of five higher education institutions.

The largest age cohort in this area is individuals 15-24 years old, who compose 25% of the population. In terms of race and ethnicity, this area is 4% Caucasian, 3.4% Asian, 40.5% Latino (of any race), 6.7% Multiracial, 47.2% African-American, and 19.1% that identify as Other.

The District is among Newark's more diverse neighborhoods, with

2000 Census Statistic:	Broad Street Station District and Immediate Vicinity	City of Newark	New York City/ Newark Region
Caucasian	4%	22.1%	75.10%
Asian	3.40%	1.7%	3.60%
Latino	40.50%	31.4%	12.50%
Multiracial	6.70%	2.6%	2.40%
African-American	47.20%	53.9%	12.30%
Other	19.1%	19.2%	5.50%

*US Census 2000, American Community Survey 2006

a mix of many different ethnicities living in close vicinity. Within a half mile of Broad Street Station this District is home to a near even mix of Latino/Hispanic Americans and African-Americans. The District has more than twice as many Asian-Americans as the citywide proportion, and over twice as many people of multiracial ethnicity. The District has far fewer Caucasian Americans than the citywide proportion.

Market profile of the District

There are nearly 550 businesses with 10,500 employees in the area. Despite that, there are nearly as many employees in the area as there are residents, a full 38.6% of the population is out of the workforce. This is partially attributable to the large number of youth in the area. For those that do work, their commuting

patterns make the District more transit-friendly and sustainable than the City as a whole and the surrounding region. In 2000, less than a fifth of workers drove alone to work as compared to 45% for the whole city and nearly 60% for the New York/Newark region. Almost 30% of workers took public transportation to work. Further, a full 14% walked or biked to work, nearly double the citywide proportion and nearly triple that of the region.

Average rents in the District are much lower than the region. This is a sign of a lack in relative prosperity and a great opportunity to create a mixed-income community.

2000 Census Statistic:	Broad Street Station District and Immediate Vicinity	City of Newark	New York City/Newark Region
Household Expenditures (annual)	\$135 million	N/A	N/A
Median Rent	\$443	\$525	\$673
Transportation Mode to Work:			
Drove Alone	11.9%	45.3%	56.3%
Public Transportation	29.2%	26.5%	24.9%
Walk or Bike	14.2%	8.1%	5.6%
Businesses	550	N/A	N/A
Employees	10,500	N/A	N/A

*Source: US Census 2000, American Community Survey 2006, Applied Geographic Solutions (ESRI)



F. A District of Distinct Neighborhoods, Places & Assets

The Broad Street Station District is an area of many distinct neighborhoods and places, all with histories of their own. After three decades of decline in this area, these neighborhoods and places have lost much of their relationship to one another, but this Plan seeks to connect them while enhancing their distinctions.

In the southeastern portion of the District is the secondary office node of the downtown, with a growing office market, a cultural district anchored by the Newark Museum, the Newark Public Library and historic Washington Park, and access to Newark's Passaic riverfront. The southwestern portion of the District is anchored by Central Avenue, the seam between NJIT's campus and Baxter Terrace. The northwestern portion of the District has been plagued by abandonment and vacant lots, but recently has seen new residential development and is currently anchored by neighborhood-serving retail on the corner of Orange and Norfolk streets. The northern central portion of the District is bounded by

I-280 and along Orange Street is a mix of abandoned industrial buildings, active industrial uses, two municipal facilities and the northern edge of Baxter Terrace. Rutgers University and NJIT, with over 25,000 combined students, faculty and staff, are at the southern edge of the District and already generate significant pedestrian foot traffic for the neighborhood.

8th Avenue Neighborhood and Northern Gateway to Downtown Newark

The 8th Avenue gateway neighborhood stretches north to Clay Street and down to Grant Street. This covers land on both sides of Broad Street east to Spring Street. Interstate 280 parallels just south of Grant Street which makes this area a major corridor into Newark. Similarly, Route 21 travels parallel along Spring Street to the east. This area was originally a neighborhood where nineteenth-century residences were built alongside industries,

before Broad Street became a major commercial and office corridor. The neighborhood has an impressive collection of nineteenth-century two-and three-story brownstones mostly on 8th Avenue and Grant Street.

As industrial and office uses left the neighborhood, the area became the site of urban renewal in the form of the famous Mies Van Der Rohe buildings. The western side of Broad Street directly under the Mies Van Der Rohe towers was to be the site of new retail and commercial facilities, but in a declining market it was never built. Today the 8th Avenue neighborhood is home to about 150 people, who mostly reside on 8th Avenue, Grant Street or in mixed-use buildings on Broad Street. The District has two of the oldest historic landmarks in Newark, the Plume House, which is the second oldest building in Newark, and the State Street School, which is the oldest school building still standing in Newark. On Broad Street, many of the early twentieth-century mixed-use buildings that once were part of the northern edge of the downtown still exist, though a few have vacancies. The neighborhood also includes a shopping center, a drive-thru fast food restaurant and a used car sales lot.

Historic Landmarks and Notable Places in the District

Historic Landmarks: The Plume House 1725, House of Prayer Episcopal Church 1849, and State Street School 1845

Notable Places: 8th Avenue rowhouses, Grant Street rowhouses, Mies Van Der Rohe towers

James Street Commons Historic Residential Neighborhood

The James Street Commons historic residential neighborhood is a small part of the James Street Commons Historic District. The Historic District stretches beyond the boundaries of the Broad

Street Station District, including all of the “Halsey Village” area. The residential neighborhood at the Historic District’s core boasts the largest collection of contiguous brownstones in all of Newark, located on James Street, Eagle Street, Burnet Street, and MLK Boulevard. This District is bounded east to west by Central Avenue and Orange Street, and south to north by Halsey Street and Summit Street. The neighborhood is anchored by James Street, where the high-rise office buildings on Washington Street fall off to three-story rowhouses that are a mix of single-family homes, three-family apartments, and non profit offices. James Street is also home to some ground floor commercial uses at its intersection with University and its intersection with Martin Luther King Boulevard. Several side streets also have contiguous rows of brownstones Burnet, Eagle and Summit Streets are residential streets with impressive existing historic buildings, but also many vacant lots.

Burnet Street will soon be home to a new Church of Latter-Day Saints which will bring new activity and vibrancy to a part of the neighborhood which has been plagued by abandonment for many years. The Burnet School is located between Burnet and Eagle Streets and serves several hundred elementary school children, a majority of whom are from the James Street Commons and Baxter Terrace neighborhoods. James Street Commons is also home to a major institution in Newark, Saint Michael’s Medical Center. Martin Luther King Boulevard connects the neighborhood with NJIT’s campus and includes an impressive row of three-story townhouses that include NJIT’s “frat row.” University Avenue connects the neighborhood with Rutgers University and the Newark Museum and makes the neighborhood’s link to Broad Street Station.

Historic Landmarks and Notable Places in the District

Historic Landmarks: None individually listed

Notable Places: James Street and Historic Rowhouses on MLK, Eagle, Burnet, and Summit streets; Grant Street rowhouses, Saint Michael's Medical Center

Baxter Terrace neighborhood

Baxter Terrace has suffered over the years from a variety of social and political forces which has given it a stigma. But even its physical design, which is very insular in nature, helped sever its connection with the James Street Commons neighborhood as well as the Orange Street mixed use corridor west of Nesbitt and its potential connection with NJIT to the south. Thus, Baxter Terrace has become a place many people avoid and a place that few would choose to live. Yet Baxter Terrace's location is advantageous, only two blocks from the southern entrance of Branch Brook Park where there is a skating rink, a playground, basketball courts and a boat house all within short walking distance. Across Nesbitt and Sussex from Baxter Terrace is the renowned New Hope Baptist Church, which has a rich hundred-year history in Newark and is a place where many celebrities have spoken and worshipped. Baxter Terrace is less than four blocks away from Broad Street Station. Directly across from Baxter Terrace are large vacant lots that mark the future site of the Marion P. Thomas Charter School, which will be an amenity for the neighborhood.

Historic Landmarks and Notable Places in the District

Historic Landmarks: None

Notable Places: Borden Factory Building, New Hope Baptist Church

Washington Park Cultural District

The Washington Park Cultural District is both a regional destination cultural district and the secondary office node of the downtown. The majority of the cultural district is part of the James Street Commons Historic District. Anchored by Historic Washington Park, it is home to notable offices and institutions including IDT, Berkeley College, 1 Washington Park, (a high-rise office tower which includes the Rutgers Business School currently under construction), and the art-deco New Jersey Bell Telephone Building, home to Verizon Headquarters and before 1933 the tallest building in Newark. The cultural district has two Newark Light Rail stations, one at Washington Park and the other at Atlantic Street and Bridge Street.

Washington Park is one of the oldest parks in the City and has been a center for the neighborhood for over three centuries. In the early nineteenth century the Washington Park Commons area was the home of many of Newark's wealthiest residents. Washington Street was once lined with mansions, including the famous Ballantine House, a national landmark which is now part of the Newark Museum and to this day sits prominently on the southwestern corner of the park. The park was historically known as "the commons" due to its role as a gathering place since its inception in 1669, just 3 years after the City of Newark was founded. The park was primarily a market place for commerce until 1795 when it became much more of a public green space. In 1807 the park was proposed for a civic and cultural center that would host lectures, theater, dance, concerts and other arts. Horse trading as an economic activity occurred in the park well through to the end of the 19th century. Ballantine, whose successful brewery was once a few blocks from the Park on the

Passaic waterfront, later built townhomes along James Street and the neighborhood just west of the park continued to grow, always anchored by Washington Park.

In the twentieth century the Park became the anchor of a thriving office district when the American Insurance Company ventured north in 1902 from the core of the downtown to build what is still one of Newark's tallest buildings. The building now stands among a group of skyscrapers that surround Washington Park. The Park forms the terminus of Halsey Street at the northern end of an eclectic retail, entertainment and residential district. The Washington Park Cultural District began with the opening of the Newark Public Library in 1899 and now by the existing cultural institutions that line the park. These include the Newark Museum, Newark Public Library, Rutgers Law School, and Washington Park itself.

In recent years, the park has lost its draw from the surrounding development around it, despite the fact that the Newark Museum and Newark Main Library are regional destinations. A tremendous opportunity exists to redefine the character of Washington Park by introducing a repertoire of outdoor programs and events that will better activate this exceptional open space.

Historic Landmarks and Notable Places in the District

Historic Landmarks: North Reformed Church 19th Century, Lyons Farm Schoolhouse 1784, Ballantine House 1884, Saint Patrick's Cathedral 1846-50, First Baptist Peddie Church.

Notable Places: Washington Park, the Newark Museum, the Newark Public Library, Women in Support of the Million Man March African American Cultural Center, New Jersey Telephone Building, and Central Avenue Charter School.

The Broad Street Station Transit Hub

The Broad Street Station Transit Hub is an area bounded by Orange Street, Martin Luther King, Interstate 280 and the Passaic River. The transit hub has always been a bustling commuter station and for decades was a major entryway into Newark for the thousands of suburban office workers who worked downtown. Although ridership is still high, the Station lost prominence as a gateway into Newark when the Downtown declined through the seventies and eighties. Retail around the station consequently declined also, and after Westinghouse closed its factory the transit hub transformed to an underutilized station surrounded by a significant amount of abandonment.

Despite the declines, the station still is one of the region's major transportation hubs serving three commuter rail lines, 12 major bus routes, and a new light rail line. More than 8,000 passengers use the station complex everyday. Commuter train lines between Newark suburbs and New York serve 2,000 passengers daily, and 950 trains representing three branches of the Morris and Essex Lines stop at the station every week. As a major transfer facility, the station is the last point for passengers to transfer from Hoboken-bound trains to New York-Bound Midtown Direct service.

The recent demolition of the Westinghouse and Lincoln Motel buildings symbolize transformation in the area which could make the Broad Street Station a true transit hub and destination for commuters, Newark residents, and visitors.

Historic Landmarks and Notable Places in the District

Historic Landmarks: Broad Street Station 1901-3

Notable Places: Site of former Westinghouse factory, Site of Lincoln Motel, Broad Street Station Plaza, Bears and Eagle Stadium.

Central Avenue Corridor and Norfolk Street Station

Central Avenue is a seam between NJIT and the James Street Commons and Baxter Terrace neighborhoods. Currently there is significant vacancy and surface parking uses on the northern side of Central Avenue west of Martin Luther King that contributes to the disconnect between NJIT and Baxter Terrace. Central Avenue is currently home to city facilities including the headquarters for the Division of Water and Sewers and the Division of Traffic and Signals. University Centre on Central Avenue and Lock Street is the first privately built student housing complex in Essex County, which houses hundreds of students from Newark's Colleges.

To the western edge of the Broad Street Station District, Central Avenue forms the connection between NJIT, Baxter Terrace and the Norfolk Street Light Rail/City Subway station, which gives riders access to Penn Station in under 10 minutes and access to North Newark and Branch Brook Park in five to ten minutes. Rush hour service of the Grove Street Light Rail/City Subway line is as often as many subway lines in New York. Norfolk street station however is an underutilized transit hub and a combination of vacant properties, City facilities and industrial uses impede the connection between Norfolk street station and the New Hope Baptist/charter school area.

This corridor and the transit station have great potential to become a 'seam' rather than a 'divide' between neighborhoods, offering uses and amenities that could serve both residential and institutional populations.

Norfolk Street and areas west of Nesbitt

The area to the west of Nesbitt Street to the intersection of Norfolk and Central Ave includes a mixture of uses. A small neighborhood-serving mixed-use commercial corridor exists on Orange Street from Nesbitt to just beyond the Plan area boundary. Norfolk Street has a mix of development types, including new 2 and 3 family homes, mid-rise apartment buildings of varying eras, and low-rise businesses. Between Nesbitt and Norfolk Streets, New Hope Baptist Church, just celebrating its 100th Anniversary, is currently an anchor institution for this area. Hundreds of visitors from throughout Newark as well as many from other cities come to the church for three full services each Sunday.

III. District Issues, Opportunities & Community and Stakeholder Engagement Process

Identifying Opportunities for Infill Housing and New Amenities

Neighborhood Contains Approximately 60 Acres of Vacant and Developable Land



A. District Issues

The Broad Street Station District is faced with a number of issues and challenges that the Redevelopment Plan intends to address. These challenges have been identified by city planners, supporting consultants, local businesses and institutions, and residents. In its quest to better understand the existing conditions within the District, the City conducted several community and stakeholder group meetings which further defined the core of critical issues to be mitigated by this Plan. Ten topics are discussed in this chapter, reflecting the areas and issues plaguing the District with greatest need of improvement.

Issues and Challenges Identified by Local Residents and Stakeholders:

1. Allowable Land Uses
2. Housing and Population Density
3. Commercial and Retail Growth
4. Vacant and Abandoned Properties
5. Traffic, Transportation and Transit
6. Parking
7. Public Safety and Streetscapes
8. Open Space
9. Public Facilities
10. Historic and Cultural Resources

Allowable Land Uses

The underlying zoning in the Broad Street Station District reflects a foregone era and is no longer aligned with current land use patterns and future neighborhood potential. The challenges posed by the current zoning in the District is that it prohibits uses appropriate in a transit-oriented neighborhood while simultaneously permitting uses that prevent the district's revitalization in a way that makes it a 24/7, vibrant and walkable district.

Providing Shopping Amenities

Neighborhood Lacks a Variety of Quality Retail Options



More specifically, the Third and Fourth Residential Zoning Districts, which make up a large part of the District, do not allow most types of retail establishments, a contributing factor to the scarcity of commercial services and amenities available to area residents. Additionally, much of the District is zoned for industrial uses which do not allow for residential uses proximate to a transit hub and also results in limited housing options. Furthermore, drive-thru businesses and some auto-oriented retail uses, allowed in those areas zoned in the Third Business District, are inconsistent with walkable transit-oriented development.

All of the non-industrial zoning districts in this area are cumulative and therefore allow for lower-density uses which fail to capitalize on the high-density potential offered by this transit hub location. Virtually all of the underlying zoning districts lack bulk requirements such as front, side, and rear yard setbacks. This further hinders the potential for appropriately scaled, high-density transit-oriented development in the area. Additionally, all existing zoning districts in the area have high minimum parking requirements that are not conducive to transit-oriented, walkable streets and high-density development, and result in a prevalence of surface parking lots.

Rethinking the existing zoning and land uses permitted in the Broad Street Station District is imperative to the creation of a viable, mixed-use, mixed-density, transit-oriented neighborhood.

Housing and Population Density

According to the 2000 Census, the District is currently home

to about 5,200 residents. Its total area of approximately one-half of one square mile has the potential to house many more residents. This Downtown transit node has the ability to support much higher densities than the rest of the city, yet 2,600 people per square mile is a figure less than the average population density of the City of Newark. Aside from Pavilion and Lipman Gardens, residential buildings located just outside the district that total 1,500 units, the District's lack of housing contributes to its low population density, particularly in immediate proximity to the two transit hubs, Broad Street Station and Norfolk Street Station.

In fact, there is a paucity of transit-oriented uses in general around both stations. Broad Street Station, which sees a tremendous amount of commuters from trains, buses and light rail, is adjacent to two vacant sites and within 300 feet of a handful of other vacant buildings, a few other vacant lots, and over 2 acres of surface parking. Norfolk Street Station, which is underutilized by most measures, is likewise surrounded by a large amount of vacant land, buildings and surface parking lots. Additionally, there are two City-owned sites along Central Avenue across from Norfolk Street Station that are home to municipal facilities that, despite a number of on-site office workers, do not leverage transit.

Much of the reason for such low residential and other active, transit-oriented utilization of land in the District is attributed to the fact that, historically, this area was dominated by industrial uses along the Morris Canal and at the intersection of the Lackawanna Railroad and the Passaic River. Newark's zoning code, which has not had a major update since the 1950s, reflects this historic use in the predominance of industrial

Figure 3.0: Broad Street Station District Vacant Properties



zoning, especially around the two train stations.

Additionally, despite the District's tremendous transit service, both the large number of suburban commuters and concerns about safety have created an environment where parking is a valuable resource and lower-density, auto-oriented patterns of development have dominated until present day. The result has been a lack of residential land use throughout.

There are only four areas in the District where residential uses exist: the James Street Commons neighborhood, the 8th Avenue neighborhood, Baxter Terrace, and the western edge of the District in the Norfolk Street area. In terms of housing type and density, there is a lack of diversity of housing choices in the District. Currently the following main types of housing exist:

1. 2-3 family historic rowhouses, primarily in the James St Commons and 8th Avenue Neighborhoods
2. Single-family historic rowhouses, primarily in the James St Commons and 8th Avenue Neighborhoods
3. Multi-family apartments in older/historic low to mid-rise apartment buildings, some with ground floor commercial, primarily on Broad Street, Orange Street and MLK Boulevard.
4. Public housing in Baxter Terrace
5. High-rise housing for students on Central Avenue and for seniors in Baxter Terrace
6. New 2-3 family homes with on-site parking

There are no modern mid- or high-rise apartments, no modern rowhouses, no mixed-income housing developments, and no condominiums in the District. Mixing incomes and offering new

types of housing is essential to revitalizing the District. The concentration of poverty that exists currently in the District contributed to the area's decline and has slowed its regrowth. New public affordable housing and market-rate housing is needed in this District but units should be distributed as much as possible.

Commercial and Retail Amenities

Each year, an estimated 500 million dollars are lost to neighboring cities as a result of the lack of retail amenities in Downtown Newark. Neighborhood residents, office workers, students and visitors lament that there are no full-service grocery stores, electronics stores, national retailers, book stores, and name-brand clothing stores within the Broad Street Station District. Additionally, there are few dine-in restaurants, coffee shops, night-clubs, convenience stores, laundromats and restaurants of every type. There are no hotels in the District, despite Broad Street Station's incredible regional access and the presence of the office core, cultural institutions and the universities. Finally, despite the demand for retail, there are insufficient residential and other uses in the District to support existing stores, which is one of the factors for the proliferation of vacant storefronts in the District.

University Avenue and Central Avenue, which could support retail given their scale and accessibility to local residents, instead have a large amount of vacant ground floors. Broad Street, the main spine of the downtown and the connection between Washington Park and Broad Street Station, and streets around Washington Park (Washington Street and Washington Place) nearly completely lack retail that opens to the street.

Providing Safe and Active Streets

Neighborhood Lacks Streetscapes with Adequate Lighting and Landscaping



Washington Park itself lacks active uses like retail kiosk and news stands and is not presently the destination that it could be or once was. Historically Washington Park and the street edges around it was an active marketplace where one could buy a variety of goods.

Retail development in this area that satisfies both local and regional demand by attracting a variety of retailers including larger-format “chain” retail could provide jobs for Newark residents and catalyze the new residential development which the Broad Street Station Area Plan seeks to bring to this transit hub. The estimated hundreds of millions of dollars of potential retail transactions and tens of millions in sales tax revenue could be mitigated by capitalizing on this area’s collection of potentially developable sites directly adjacent to Interstate 280, the largest of which are City-owned. This would have positive effects on the city’s tax rolls while keeping more money within Newark, potentially creating many new jobs and new wealth for Newark residents.

Vacant and Abandoned Properties

Vacant lots, surface parking and vacant buildings in disrepair make up between one-quarter and one-third of the total land area in the Broad Street Station District.

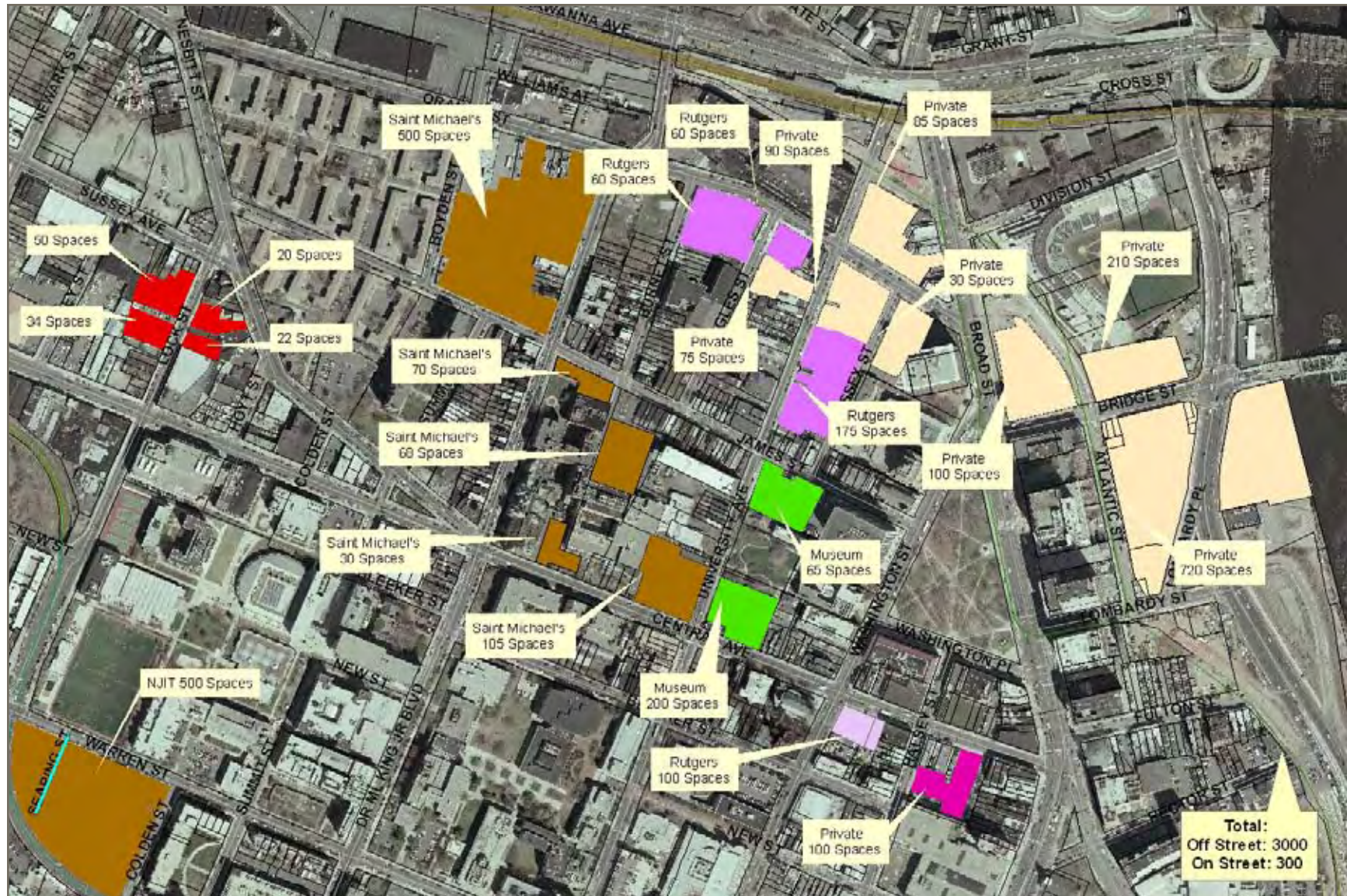
The Transit Hub at Broad Street Station is surrounded to the south mainly by vacant land resulting from the demolition of formerly vacant properties and surface parking lots. To the west, at the intersection of MLK Boulevard and Orange Street, a surface parking lot takes up nearly the entire superblock. There are vacant infill parcels throughout the District, sometimes in

the middle of contiguous historic rowhouses or in the form of vacant properties that have fallen into disrepair. These gaps break up the continuity of the residential streetwall, keep eyes off of the street, and diminish the ability for the neighborhood to be a more walkable and vibrant place where residents and visitors have a high sense of safety. The James Street Commons neighborhood, despite its excellent housing stock, has some vacant infill parcels between rowhouses, especially on Burnet and Summit streets, and vacant residential properties on Eagle, Martin Luther King and Summit. The area adjacent to the New Hope Baptist Church is dominated by vacant buildings and vacant lots used for surface parking, resulting in dark, unwelcoming streets after sunset.

In addition to an abundance of vacant lots and buildings, there is also a number of buildings in need of repair. Buildings in this condition include many of those located in the Newark Housing Authority’s Baxter Terrace complex. The Borden Building, located on the corner of Summit and Nesbitt Streets, is in a state of disrepair and many of its notable historical architectural features and elements have eroded. It is not a designated historic building but was identified as “eligible” by the State of New Jersey Historic Register, which makes the property subject to certain provisions but not to Newark Landmarks and Historic Preservation review.¹ University Avenue also contains vacant buildings. There is widespread concern for properties which are run-down and vacant within the District as they are not only perceived as blight, but lead to serious problems such as attracting vermin and vagrants.

¹ More information on these provisions can be obtained by going to the website of the State Historic Preservation Office or by contacting the City of Newark Division of Planning and Community Development

Figure 3.1: Meeting Current and Future Parking Demand
Existing Surface and Structured Parking Supply



Traffic, Transportation and Transit

Stakeholders and city planners have identified several problematic intersections and streets in the plan area that are in need of either signalization, right-of-way, or directional/flow improvements or a combination thereof:

1. On State Street, near Broad Street Station, University and Broad Streets there is severe congestion especially in the morning hours due mostly to a narrow convergence of streets;
2. At Clifton/Norfolk and Nesbitt near the freeway entrance there is chronic congestion for those attempting to get onto I-280 or into Downtown Newark;
3. At the intersection of Martin Luther King Boulevard and Orange Street there is an awkward jog which exacerbates congestion due to insufficient queuing space from the I-280 off-ramp; and
4. At the intersection of Martin Luther King Boulevard and Central Avenue, where crossing the intersection is perceived as dangerous for pedestrians while delays are long for motorists going Westbound on Central Ave during the PM rush hour.

In addition to these specific areas of concern, the general streetscape and safety perception need to be improved to foster a vibrant community with strong connections to adjacent neighborhoods.

Parking

District residents and other area stakeholders have identified parking as a key issue in the development of the District. All document a lack of parking which plagues residents during the

evenings and students, faculty/staff, and office workers during the daytime hours. Key concerns revolve around protection of parking on residential streets for residents, creation of new parking for students, and ensuring parking demands of new development does not exacerbate current parking supply shortages.

The supply of parking in the District currently serves the major health, education and cultural institutions and office workers. Approximately 3,000 spaces exist in the area. Current daytime parking utilization is extremely high and there is a shortage of available parking between 8:00 am and 5:00 pm on weekdays. Redevelopment approaches must provide replacement parking for existing users of surface lots while accommodating the new demand for spaces in a way that creates a pedestrian-friendly, walkable, transit-oriented neighborhood. Nighttime parking vacancies demonstrate opportunities for shared parking solutions with residential uses, and the Plan encourages creative shared parking strategies whenever feasible.

Public Facilities

Burnet Street School

The Burnet Street Elementary School is located within the historic district on Burnet Street, between Orange and James streets. The school was recently consolidated with the Warren School adjacent to NJIT's campus. The school is one of the older schools in Newark and is slated for discontinuance in favor of a more modern facility. A relocation site is needed for the school because the existing historic building was not built to educate children to modern standards. Additionally the

Improving Access and Connections to Existing Open Spaces



Washington Park



Branch Brook Park

current site of the Burnet School has insufficient recreation space for its students. The site identified for the relocation of Burnet and Warren Schools is within the site of the NJIT Gateway development, therefore this plan will encourage the City to find new sites for the replacement school. The City is committed to helping NPS identify possible relocation sites.

The Newark Public Schools' Long-Range Facilities Plan of 2002, updated in 2005, recommended that the Burnet Street School be combined with the Warren Street School and relocated to a new site within the combined attendance zones for the two schools (roughly West Market Street on the south, Bergen Street on the west, I-280 on the north, and the Passaic River on the east). The combined school is anticipated to serve 742 pre-kindergarten through grade 8 students on approximately 4 acres. In addition to the building footprint (based on up to 3-stories) provisions must be made for an early childhood play areas, outdoor recreation space for higher grades that also can be available to the community, and staff parking for approximately 50 cars.

Division of Water and Sewers

Located at the intersection of Dey and Central between Dey and Lock Streets is the City of Newark's Division of Water and Sewers headquarters and operations center. Occupying about 50% of the block, this building serves the entire City of Newark and provides citywide maintenance. This use was consistent with the largely light industrial neighborhood that existed here when the facility first opened, but now reinforces the disconnection between NJIT, Science Park, and University Centre to the south and Baxter Terrace, Orange Street, and

Branch Brook Park to the north. The city hopes to consolidate this facility with others and make this land available for new development that is more appropriate within a transit-oriented neighborhood.

Division of Traffic and Signals

Located at the intersection of Dey and Central between Newark and Dey Streets is the City of Newark's Division of Traffic and Signals headquarters and operations center. This facility occupies over 50% of the block and houses office space, division vehicles, storage, and other operations of the division. Although a modern building, the facility is unfriendly to the street with a wall and fence on its Central Avenue frontage and a parking lot in front of the building on its Dey Street frontage. The building does not contribute to a more active and walkable Central Avenue. The facility is also not particularly consistent with transit-oriented development since much of the Division's operations require vehicles. Given the facility's proximity to the Norfolk Street Light Rail Station, just two blocks away, the site has to better leverage transit.

Fire and Police Facilities

The fire department facility on Orange Street serves the entire City of Newark through its HAZMAT operations. Also there is a City-wide police facility which houses stables and storage space. This facility is on land which the city hopes to redevelop to a different use under this plan. A suitable relocation will be found for this facility.

Figure 3.2: Public Facilities in the District



Utilities

Stakeholders have a desire for better public facilities and to place utilities underground wherever possible. Existing utilities running above-ground along building facades (James Street, especially) are perceived as hazards and a blight on the neighborhood. In general there is a concern about all public utilities and services including sewer and fire protection and demands that they be improved to sustain existing and new development.

Open Space

Existing open spaces in the District or immediately outside its borders are underutilized and unwelcoming, insular, or hard to access. These spaces include Washington Park, Branch Brook Park, James Street Community Garden, the Museum Garden, and interior open spaces in Baxter Terrace.

Branch Brook Park is a tremendous historic resource for residents of the area who predominantly feel it is disconnected and far away from most of the District. There is a lacking of connectivity between it and the District via walkable, pedestrian-friendly streets. Washington Park, another historic resource boasting a statue that is registered as a state and national landmark, is also reported to be underutilized and unwelcoming. It recently became the location of a new Newark Light Rail station, where a long platform for the train station, bus shelters and public art now give the park a new “front door” onto Broad Street. The Park resides below some of the tallest structures in Newark, many of which are also of historic significance.

Despite these assets, the park is an underutilized resource that is often vacant. There are no benches or tables to sit at, no retail to go to, nothing for kids to play on or in, very little landscaping, drainage problems, and a lack of maintenance. Lack of activity in the park contributes to perceptions that it is an unsafe space, especially after dark when lighting is poor. Although the Commons CDC has begun a series of “Wednesdays at Washington Park” in the summer and other events are held there, there is no regularly programming. Also, there are not enough active uses provided in the buildings fronting the park with the potential to spill out onto the park and contribute to its vibrancy.

The community garden on James Street arose through the efforts and stewardship of residents and functions largely as a dog walking park. However, the space lacks landscaping and does not have any visually distinguishable markers. Further, though there are flowers and other plants in the garden it is not distinguishable as a garden as opposed to a private yard. If it is to remain a public open space it should be designated as a community space through visual markers. Similarly, the interior spaces in Baxter Terrace are internalized and secluded. Although children regularly use these spaces for play, they have also become stigmatized as unsafe spaces where criminal activity occurs. The spaces are disconnected from the street so that they do not feel welcoming to passersby. There is a lack of greenery in these spaces, which generally favor more active than passive recreation.

Between Broad Street Station and Broad Street is a space called “station plaza” which was planned as a public open space when it was first created in the early 1990s in order to facilitate a visual connection between Broad Street Station and

Capitalizing on Existing Historic and Cultural Resources



the surrounding neighborhood. Instead, it is currently used as a parking lot and an “asphalt surface” that does not foster the creation of an active public open space. Residents feel that this area should be converted to a vibrant plaza space functioning as a gateway into the District.

Safety, the Public Realm and Streetscapes

From a public safety perspective, the District is well-served currently by both public and institutional facilities and services. The City operates its citywide municipal stables and citywide HAZMAT operations within the neighborhood as mentioned previously. Although these uses are anticipated to leave the District, Rutgers and NJIT have police stations nearby the District and frequently patrol the Baxter Terrace, James Street Commons and Washington Park Cultural District areas. Despite this, stakeholders have noted public safety as a concern in the District, especially if the municipal facilities on Orange Street are to be relocated outside the District. A public safety strategy, involving a police and fire substation, has been recommended and further study is warranted to see whether the volume of new development will warrant new police and fire facilities in this area.

Probably the largest challenges facing the streetscapes and the perception of safety within the District result from a lack of landscaping, maintenance and lighting on streets, the lack of connectivity between neighborhoods and the lack of adjacent development. The District also lacks a strong visual and pedestrian connection to and from the rest of Downtown Newark, the Universities and adjacent neighborhoods to the west and north.

Specifically, the following issues were identified with particular intersections, streets, and underpasses:

Unwelcoming Underpasses

University Avenue and Broad Street’s pedestrian walkways under I-280 and the Lackawanna Railroad viaduct are dirty, dark and difficult to navigate, and help to sever what should be a strong connection between the 8th Avenue neighborhood, the Pavilion Apartments, Broad Street Station and the rest of the District.

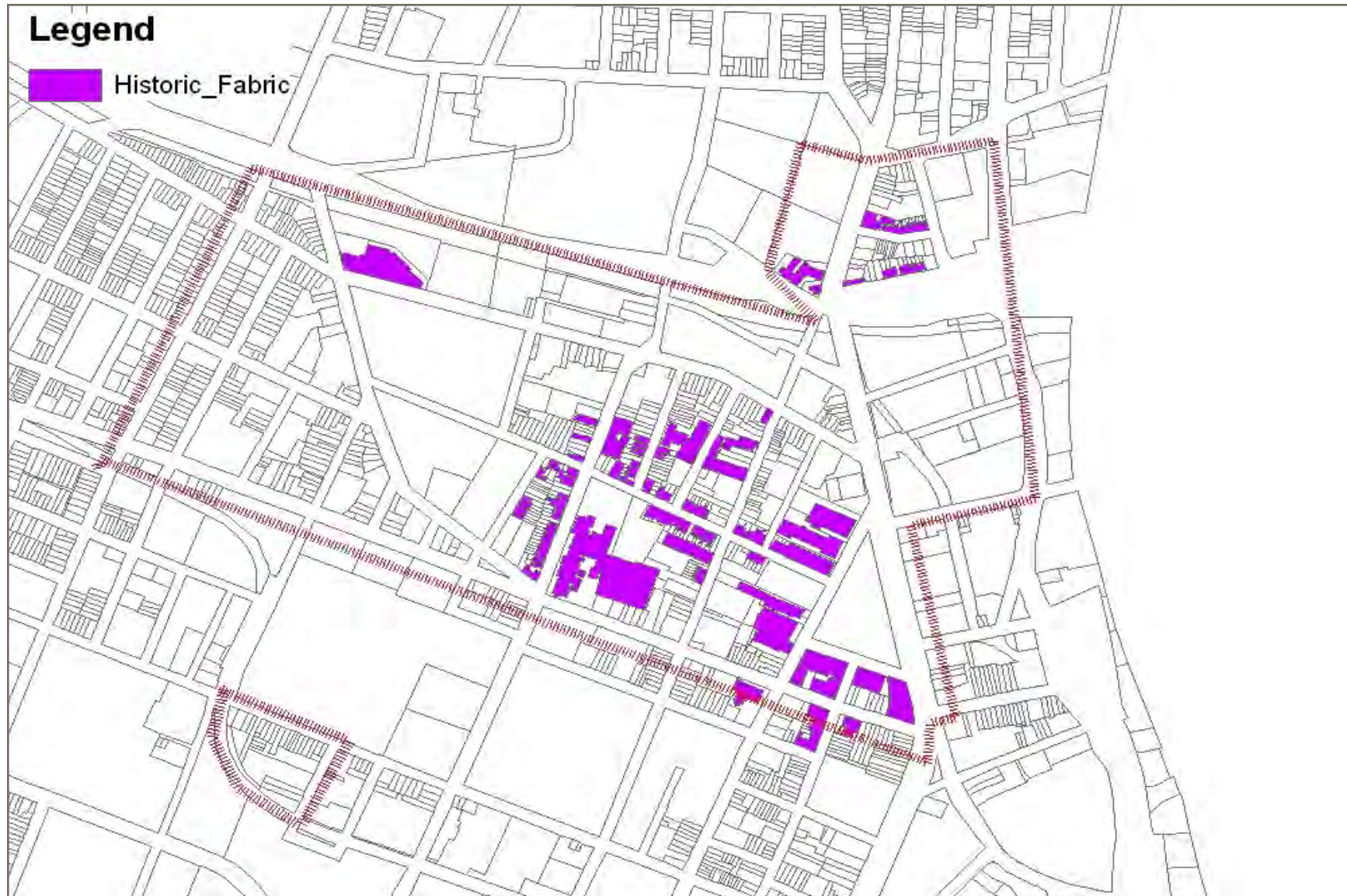
Dark, Narrow Sidewalks in Disrepair

Throughout the District many of the streets are too dark at night and/or have sidewalks that in such disrepair they are dangerous to walk. MLK Boulevard currently supports foot traffic between James Street Commons, St. Michael’s Medical Center and NJIT, but has narrow sidewalks in need of repair and is dark, especially between James and Broad Street Station.

Missed Connections

Many streets do not establish valuable north-south and east-west connections. Central Avenue is more of an edge than a seam between NJIT and Baxter Terrace with weak connections to the Halsey Village retail and arts district. Nesbitt Street is a logical connection to Branch Brook park but is dark and lacks uses that would draw foot traffic. MLK Boulevard could form a strong north-south connection between neighborhoods north of the District, the Broad Street Station and the University community, but it is currently unwelcoming for pedestrians. University Avenue should be a heavily-traveled pedestrian connection between the University community, the James Street

Figure 3.3: Contributing Historic Buildings



Commons neighborhood and Broad Street Station, yet a lack of active uses on University and many abandoned buildings on the west side of University Avenue between James and Orange impede the potential of this street.

Unsafe Crossings

Public perception is that Broad Street is too wide, making it hard to cross and navigate. There are two places along Broad Street where safer pedestrian crossings should be emphasized: At the corner of Central Avenue and Broad Street; and between the two bus stops at Broad Street Station (northbound and southbound). At the western edge of the District, Nesbitt, Lock and Sussex Streets create a wide and unfriendly intersection, dangerous to cross for pedestrians and perplexing to navigate by motorists.

Historic and Cultural Resources

This District has a number of historic properties that are in disrepair; many of them are contributing or key historic buildings and should be preserved. The James Street Commons Historic District Boundary and laws governing it remain unchanged by the Plan and the Plan supports development which is consistent and compatible with the existing development in the historic district. This means restricting building heights and character to be compatible with existing historic development, other times this means allowing high density because even the historic properties or uses in this part of the historic district were high density for the time or remain high density to this day. Also, there is a collection of historic brownstone properties in the 8th Avenue Gateway neighborhood which do

not have historic designation and are therefore not protected by zoning. The plan fosters the protection of this area and encourages development that is consistent and compatible with the existing neighborhood. The Plan allows for medium density uses proximate to the 8th Avenue historic brownstone properties and to designated historic landmarks at the corner of Broad Street and State Street, but supports adequate buffers and step-back requirements to mitigate the effects of this density on the historic landmarks and the historic character of this neighborhood.

Figure 3.4: Development Sites



B. Redevelopment Opportunities

The Broad Street Station District contains significant redevelopment opportunities. Over fifty acres worth of “soft sites,” or underdeveloped sites, have been identified within the District. Among these, many consist of vacant land and abandoned buildings, while others include institutions and public facilities which have outgrown their facilities. Many of the area’s property owners have already engaged in a redevelopment process to address their current and future space needs.

Key land owners in the District include the City of Newark, the Newark Housing Authority (NHA), as well as private land owners. Those with an expressed interest in redevelopment include the Newark Housing Authority (NHA), New Jersey Institute of Technology (NJIT), in collaboration with St. Michael’s Medical Center, Rutgers University, Newark Museum, Newark Library, and other private owners.

Rather than an environment of haphazard, piecemeal planning by many individual redevelopers, a district-wide redevelopment plan

hopes to create a cohesive and holistic redevelopment vision. A critical part of the redevelopment plan process is taking into account stakeholder needs and goals, and implementing them in a way that leads to mutual, shared benefits while creating a sense of place.

Summary of Lands for Potential Redevelopment:

(not inclusive of small-scale public and private infill redevelopment opportunities)

<i>Parcel Ownership</i>	<i>Total Site Acreage</i>
City	11 acres
NHA	13 acres
Institutional	26 acres
Private	12 acres
Total	62 acres

Public and Institutional Land Owners

NHA - Baxter Terrace

The Newark Housing Authority (NHA) intends to dispose of a 13-acre property, known as Baxter Terrace, through a ground lease. Baxter Terrace is bound by Orange Street to the north, Nesbitt Street to the west and south, and Boyden and Summit Streets to the east. The two high-rise senior housing towers will remain and will not be part of any redevelopment. The site is bisected by James Street. Baxter Terrace is slated for demolition with the exception of the two senior housing towers located to the southeast of the site. The NHA vision includes new housing units spread out among apartment, townhouse, and loft building types that replaces 500 public housing units from the existing Baxter Terrace development. The vision also calls for small amount of neighborhood retail along the ground floor uses of those buildings fronting on Orange Street.

NJIT, Saint Michael's Medical Center, and the NJIT Gateway Plan

New Jersey Institute of Technology (NJIT) has been in Newark for over 127 years. The University now has six colleges, including Newark College of Engineering, School of Architecture, College of Science and Liberal Arts, School of Management, Albert Dorman Honors College and College of Computer Science. Over 8,000 students during the academic year and several thousand Pre-College students, mainly in summer enrichment programs, pursue programs through the doctorate. There are more than 1200 employees, including faculty, and staff at NJIT. The campus has 2.6 million square feet of built environment, including the recently restored 1876 Eberhardt Hall and three residence halls with 1500 beds.

NJIT in close cooperation with area Stakeholders, completed a comprehensive plan for a re-imagined "Gateway" to provide linkage to its campus and revitalization for the James Street Commons Neighborhood. Completed in September 2007, the NJIT Gateway Plan outlines a redevelopment vision for approximately 21.5 acres in the Broad Street Station District. The 21.5 acres is comprised of four sites, identified as the MLK Gateway, University Park, Greek Village and the St. Michael's Medical Center. The Plan is to create a vibrant, 24/7 neighborhood that will include more retail amenities, housing, leisure space, hotel space and parking.

The Broad Street Station Redevelopment Plan embraces the goals and objectives of the NJIT Gateway Plan. The Redevelopment Plan recognizes the Municipal Council Resolution between the New Jersey Institute of Technology and the City of Newark, dated March 31, 2008 that granted a conditional designation to NJIT to be the sole and exclusive redeveloper for parcels within the NJIT Gateway Plan Area (see special area provisions for applicable tax lots) conditioned upon the City Central Planning Board and Municipal Council adopting the Broad Street Station Area Redevelopment Plan.

Rutgers University

Rutgers-Newark's master plan anticipates significant growth of its student population to an expected 15,000 students, and the University is making investments on several fronts including expanding its undergraduate programs, developing its sciences cluster, increasing and energizing residential and campus life, addressing parking, commuter and transit needs, and generating retail and recreational opportunities.

The University is currently investing in excess of \$80M in the renovation of and construction of a new pavilion for 1 Washington as the new home of the Rutgers Business School. Supporting the activities of the Business School, it is anticipated that a comparable amount will be invested in 15 Washington for its renovation as a mixed-use development providing graduate housing, office space and retail amenities. Both these investments are part of a greater desire to once again restore Washington Park into a dynamic center.

Rutgers also continues to improve its undergraduate programs as it deepens its arts and sciences core and its prestigious College of Nursing program, and launches the first-of-its-kind undergraduate program in public service within the newly installed School of Public Affairs and Administration. The physical needs of the undergraduate programs will be largely met by a space planning and relocation plan that capitalizes upon the relocation of the former Business School from its central campus location to 1 Washington. Such space planning plan will then be fed into a current revision of the Rutgers-Newark's master plan to better rationalize programming, operations and circulation.

Expansion of residential and campus life requires construction of several residential housing units dedicated to first year undergraduates, upper-class students, and graduates, respectively, and further supplemented by housing opportunities for faculty and visiting fellows. At a minimum, Rutgers must accommodate an additional thousand residential units for students, a significant proportion of which should be located within the Broad Street Station District Boundary. Supporting and enhancing the quality of on campus life requires a diverse offering of retail and recreational offerings.

Benefiting the entire campus and consistent with Rutgers-Newark's mission of civic engagement, Rutgers also seeks to develop as its southernmost entry the area bounded by Raymond Boulevard, University Avenue, Warren and MLK Boulevard with a mixed use facility that would enhance Rutgers' eastern gateway. The Rutgers parcels available for redevelopment within the district measure approximately 3.5 acres, distributed among 3 sites. Rutgers contemplates several parking nodes, one within walking distance of 1 Washington and 15 Washington. Rutgers' first priority is the construction of a medium to high density facility that helps to alleviate the University's parking shortage while providing ground-floor retail on University Avenue and possibly residential above.

Rutgers seeks to satisfy the demand for housing for Rutgers students, faculty and staff, while at the same time providing retail amenities for the University and community populations. It is vital that future development complement the historic and neighborhood context of the James Street Commons while balancing the University's need for density and programming diversity, as well as the need for additional parking spaces. Uses currently contemplated will include retail, residential and parking.

The Newark Museum

The Newark Museum has been a renowned regional institution and invaluable asset to Newark for a century. The Museum brings 500,000 visitors a year to Newark and millions of dollars of associated spending. Its 80 galleries feature acclaimed collections, including world famous displays of American, African American and African art, a consecrated Tibetan Buddhist altar, an extensive Asian Art collection, the arts of

Ancient Egypt, Greece and Rome, the National Historic Landmark 1885 Ballantine House restoration, as well as a planetarium, mini zoo and natural science displays. The Newark Museum hosts a variety of activities throughout the year, including major changing exhibitions, performances including the City's longest-running jazz series, "Jazz in the Garden," and the Newark Black Film Festival, the oldest continuous festival of its kind in the Nation.

The Museum is located on Washington Park at Central Avenue, a strategic hinge between the emerging "Halsey Village" retail area, Rutgers University and the James Street Commons neighborhood. The Newark Museum is a prominent gateway to the Broad Street Station District, with the potential to re-activate Washington Street.

The Newark Museum's 100th Anniversary Signature Project is a \$200 million expansion of the Museum that will create an architecturally distinguished, world-class museum complex -- equal to the status of its collections -- that will enhance the position of the Museum as one of the premiere cultural and educational facilities on the East Coast. It will make a significant contribution to the redevelopment of the City and will continue to be a major resource enhancing the quality of life of the City's residents. The signature project will include increased gallery space, collection storage and educational facilities, relocation of Museum office and administrative space and expanded on-site parking.

An Overview of the 100th Anniversary Signature Project

The Museum proposes to expand and upgrade its facility on its existing five-acre campus, through a combination of renovation of existing buildings and new construction.

The Signature Project intends to:

- Preserve and restore historic structures including the Ballantine House, the Ballantine Carriage House, the Polhemus House, the 1784 Old Stone Schoolhouse, and the Ward Carriage House (see "Impacts to Historic Buildings in the Project Area", below);
- Expand existing exhibition gallery space;
- Add new and much-needed gallery space for contemporary art and major national "blockbuster" changing exhibitions;
- Add environmentally secure collection storage facilities to protect its treasures;
- Create additional educational space for both children's and adult educational programs;
- Expand Museum facilities devoted to the sciences;
- Add new at-grade retail space along Washington Street and Central Avenue through expansion of the Museum Shop and Museum Café;
- Construct a new, approximately 450-space parking garage at the corner of Central Avenue and University Avenue; and
- Create prominent "intersecting entrances" to the Museum on Central Avenue and Washington Street and otherwise providing a dynamic street presence, increased visibility and accessibility for the Museum, while at the same time better integrating the Museum with the surrounding neighborhood.

The signature project is intended to raise the profile of the Museum as an enhanced destination for cultural tourism of national and international significance, making it a major cultural destination between Washington and Boston along the Eastern "cultural corridor" (as well as continuing to provide vital services to Newark residents), thus maximizing the Museum's potential to act as a catalyst for redevelopment of the Plan area specifically and of the City of Newark in general.

Newark Library

The Newark Public Library, the largest library in the state and the first cultural anchor of the Washington Park District, is embarking on an awe-inspiring \$100 million expansion of its historic facility. The expansion will double the library space and add an entrance on Essex Street that will become its main entrance, opening the Library prominently to the James Street Commons neighborhood and new development slated to occur on the former Westinghouse site, Rutgers and FIDELCO properties and the rest of the Broad Street Station District.

The new addition to the library will total over 160,000 square feet, including nearly 1,000 new seats for library patrons, over 100 new computers, auditorium and multi-purpose seating for several hundred people, new group study rooms and 80 underground parking spaces. There will be a new young adults section that includes a lounge and game room. This new development will contribute invaluable to the revitalization of the District, enhancing an amenity which will better serve current residents throughout the City while making the District more attractive for a variety of prospective new residents including students, faculty, young professionals, and families. On Essex Street, the addition will include a six story building with a partial rooftop garden and a cyber café on the first floor.

The Newark Public Library is often compared to the Baltimore and Cleveland Public Library. This expansion doubles its current square footage and will allow space for rare collections to be readily accessible to the public. The plan will raise the Library's status from a regional destination to the ranks of nationally renowned libraries.

NJ TRANSIT

NJ TRANSIT owns approximately 3,000 square feet of unfinished retail space in the ground level of Broad Street Station and a 20,857 square-foot plaza in front of the station bounded by Broad Street, University Avenue, Lackawanna Avenue, and the Morris & Essex Lines viaduct. The plaza is used by many commuters who transfer between bus, rail, and light rail services. NJ TRANSIT seeks to add ground floor retail at the station, thus giving the station a more prominent front door to the neighborhood. The plaza will be used for ongoing construction staging through approximately 2010.

Private Land Owners

422 Broad Street

422 Broad Street is a 3.43 acre of land which was the former site for the Lincoln Motel. It is located between Broad Street and McCarter Highway, abuts Interstate 280 and is across Broad Street from Broad Street Station. The site has been cleaned and cleared and is currently ready for development. This site is appropriate for dense, transit-oriented, mixed-used development.

Westinghouse Site

This 3.78 acre site was home to the recently demolished Westinghouse Building and comprises a full square block adjacent to the Broad Street Train Station on Orange Street between University Avenue and Martin Luther King Jr. Boulevard. The building, a former electrical equipment manufacturing plant, is currently being cleared in stages by the owner with

completion expected by the end of 2008. The site will require an unknown amount of environmental remediation which will begin upon completion of the demolition and will be performed pursuant to an agreement between the owner and a third party. No development program has been prepared to date, but the anticipation is that the site will be redeveloped into a high-density, mixed-use building(s).

Broad Street Urban Renewal Site

At the foot of the Mies Van Der Rohe twin towers now known as the Pavilion Apartments, just under 5 acres, this site has remained vacant since it was cleared in the late fifties as part of slum clearance. Historically the land on this site was meant to include a retail component. The current owners of the site have not yet prepared a specific development proposal but contemplate medium- to large-format retail at the base of a mixed-use development.

C. Community & Stakeholder Engagement Process

The Broad Street Station District Redevelopment Plan reflects the input of community stakeholders of every type, including residents, business owners, planners, District employees, institutions, developers, religious leaders, community groups, other governmental entities and elected officials.

The major institutions in the District were key partners in the development of the Plan and helped tremendously with community engagement efforts. The New Jersey Institute of Technology, Rutgers-Newark, the Newark Museum, the Newark Public Library, and the Newark Housing Authority all were involved in planning processes before the City commenced the Broad Street Station District planning process. Some institutions were farther along in their planning and had done more community outreach than others, but all collaborated with the City to develop this comprehensive plan and vision for the Broad Street Station District.

From the inception of the planning process, the City of Newark's Division of Planning and Community Development attempted to foster collaboration among stakeholders with the goal of integrating existing, often autonomous plans for developing parts of the District.

Stakeholder input was key to the identification of existing neighborhoods, assets, issues and problems within the District. Stakeholder input was used in the planning analysis to derive zoning and design standards. These standards are intended to foster the type of development residents and other stakeholders want in the District while also providing strategies for eliminating or remedying the issues and problems identified.

While complete consensus is never possible in a development process, all stakeholder comments and positions were considered and reasonable conflicts were noted and mitigated to the greatest extent possible.

Washington Park Stakeholder Meetings

Once a month, a group of stakeholders from the business, development and resident communities in the Washington Park area gather to discuss and strategize about various issues in the District. The Division of Planning and Community Development used those forums to debrief stakeholders on the progress of the planning process and sought guidance on principles. Input from the meetings was documented and incorporated into the planning framework and analysis where relevant.

Community Workshops

The first public forum on the Broad Street Station Redevelopment Plan was called by members of the community, namely the 8th Avenue Homeowners Association, La Casa de Don Pedro and the House of Prayer Church. This meeting was held on May 12th at the House of Prayer. Over 80 residents attended this session where there was a presentation on the planning analysis and draft principles informing the Broad Street Station Redevelopment Plan. A question and answer session followed, where the Director of Community Development, the Director of Housing and Real Estate, and the Central Ward Councilmember took questions and comments from the audience.

Community Workshop 1: June 12th, 2008

The workshop which was held within the District at the Newark Public Library on a Thursday evening with over 50 residents and other stakeholders in attendance representing a diverse cross-section of the District from every neighborhood within the District and representing a majority of the neighborhood groups and institutions. Residents included homeowners, renters and public housing residents.

The workshop sought stakeholder input on current issues, problems and future potential in the District in the areas of housing density, diversity and typology; retail and commercial diversity and type; street configuration and traffic mobility and patterns; parking; public safety; walkability and aesthetics of streets and streetscapes; and recreation and open space needs.

Community Workshop 2: August 7th, 2008

The second Community Workshop took place on Rutgers Newark's Campus. About 50 residents and stakeholders representing the Baxter Terrace, James Street Commons, and 8th Avenue neighborhoods, business owners, and institutions in the District attended this session. The workshop began with an overview presentation of the Broad Street Plan initiatives, mission, design principles, and zoning and design recommendations for the District's neighborhoods.

After the presentation, the stakeholders separated into four groups for the major neighborhoods in the district: The James Street Commons Historic District, Orange Street retail corridor, 8th Avenue Gateway neighborhood, and Nesbitt Street/Baxter Residential District. Round table discussions were facilitated by City planners and consultants who solicited feedback on zoning and design recommendations proposed for each neighborhood. Zoning and design recommendations for the Washington Park Cultural District, and Broad Street Station Hub were also discussed within all groups.

Community comments from these workshops, as well as other community forums, have been documented and are organized by issue topic in Appendix A of this Plan. Community comments

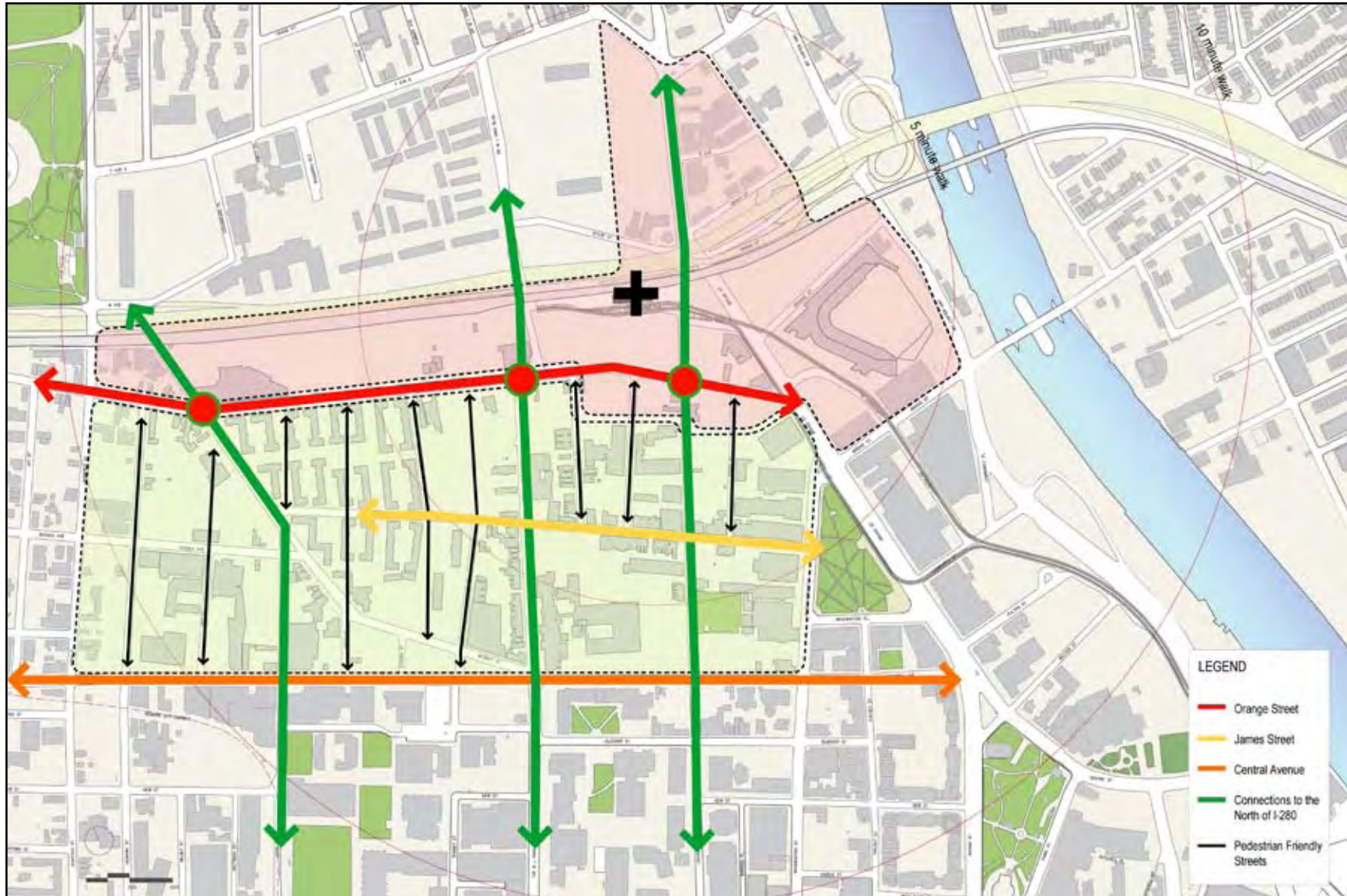
have been integrated into the District Issues section of this Plan. The zoning framework of the plan arose from analysis of District issues and redevelopment opportunities, as well as market data. Community comments from the second workshop, where stakeholders commented directly on preliminary zoning recommendations, were reflected in the refinement of the zoning standards and guidelines of this plan.

Ongoing Community-Based Planning and Development:

The Broad Street Station Redevelopment Plan further supports community-based planning and development initiatives and recognizes that the planning process does not end with the passage of a redevelopment plan or the construction of new or rehabilitation. Particularly, the neighborhoods and places within the Plan area expected to evolve organically and the names mentioned in this Plan are by no means final.

IV. The Redevelopment Plan

Figure 4.0: Framework Plan: Urban Design & Planning Principles



A. Planning and Regulatory Framework

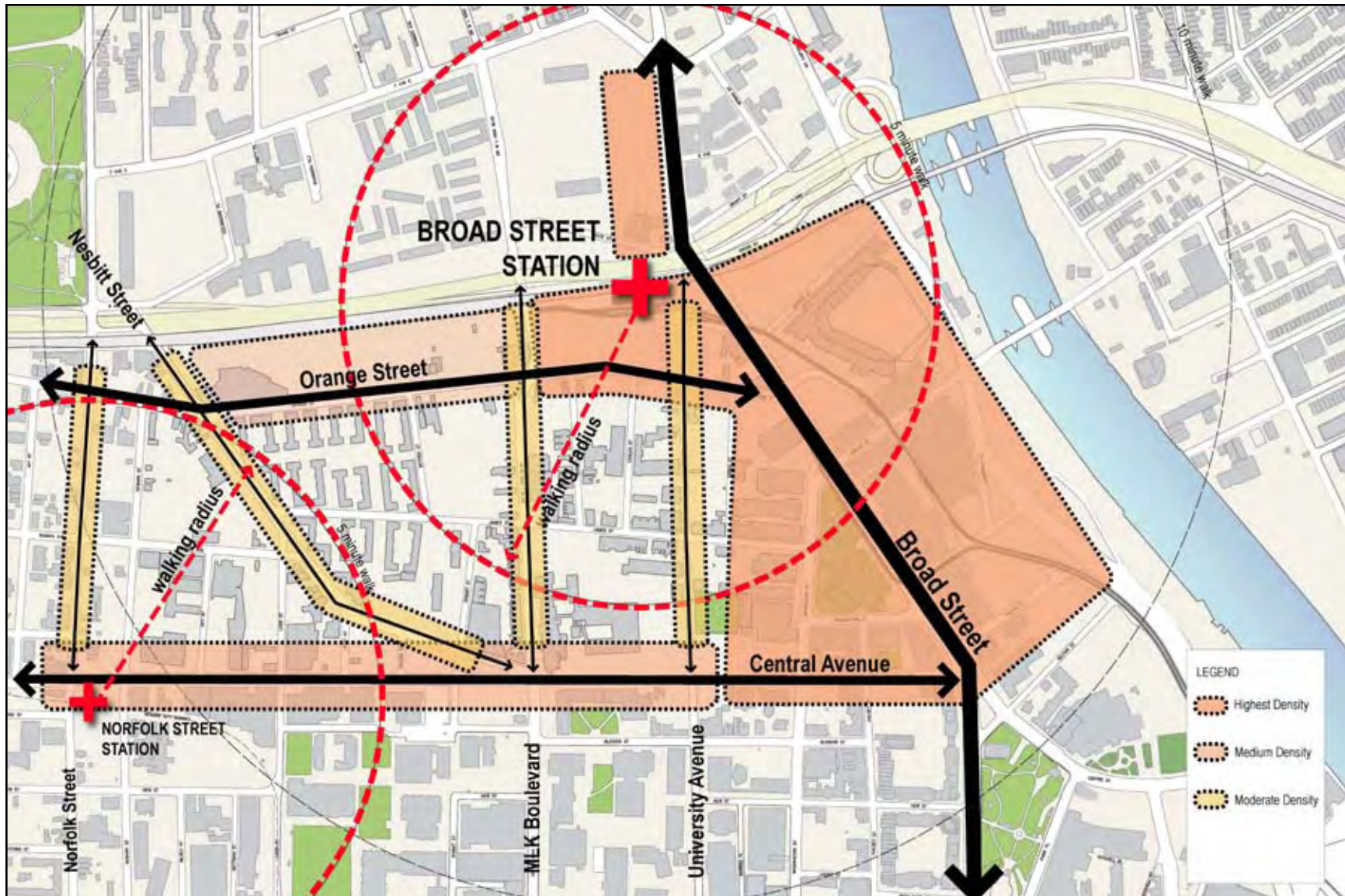
The Broad Street Station District Redevelopment Plan follows an urban design and planning framework in order to achieve the Plan's redevelopment goals of promoting mixed-use, mixed-income, transit-oriented development in a manner that provides market flexibility and incorporates the uses that are essential and desired by area stakeholders.

The Plan's Regulatory Framework and Principles are in Section A and consist of Redevelopment Strategies that flow from the Plan's nine design principles and inform all regulations in the Plan. Section B contains the Land Use and Design Standards and Guidelines that govern all development in the district.

These principles are based on leveraging the potential of the Broad Street Station District's key assets: the presence of approximately 50,000 students and faculty from four universities; location at the northern gateway to the central business district;

proximity to the transit hub of Broad Street station; and access to I-280.

Figure 4.1: Concentrating Density & Height Around Transit Hubs and Major Corridors



The Redevelopment Plan urban design principles are described below:

1. Create a cohesive neighborhood plan that links the Broad Street Station with the Higher Education Institutions and Universities, Baxter Terrace, St. Michaels and the James Street Commons Historic Neighborhood.
2. Develop key sites immediately proximate to Broad Street Station with high-density mixed uses, including the Westinghouse Site and Lincoln Motel Site.
3. Create a range of housing typologies at densities appropriate for a downtown, transit-oriented neighborhood including high-rise, mid-rise, walk ups and townhouses.
4. Develop and expand on the character of distinct streets by encouraging all existing streets to remain open and fostering connections between streets:

Orange Street: Major east-west retail corridor that anchors the neighborhood with the Broad Street Corridor and Bears Stadium lined with retail on both sides and residential development with capacity for larger, medium and small format retail.

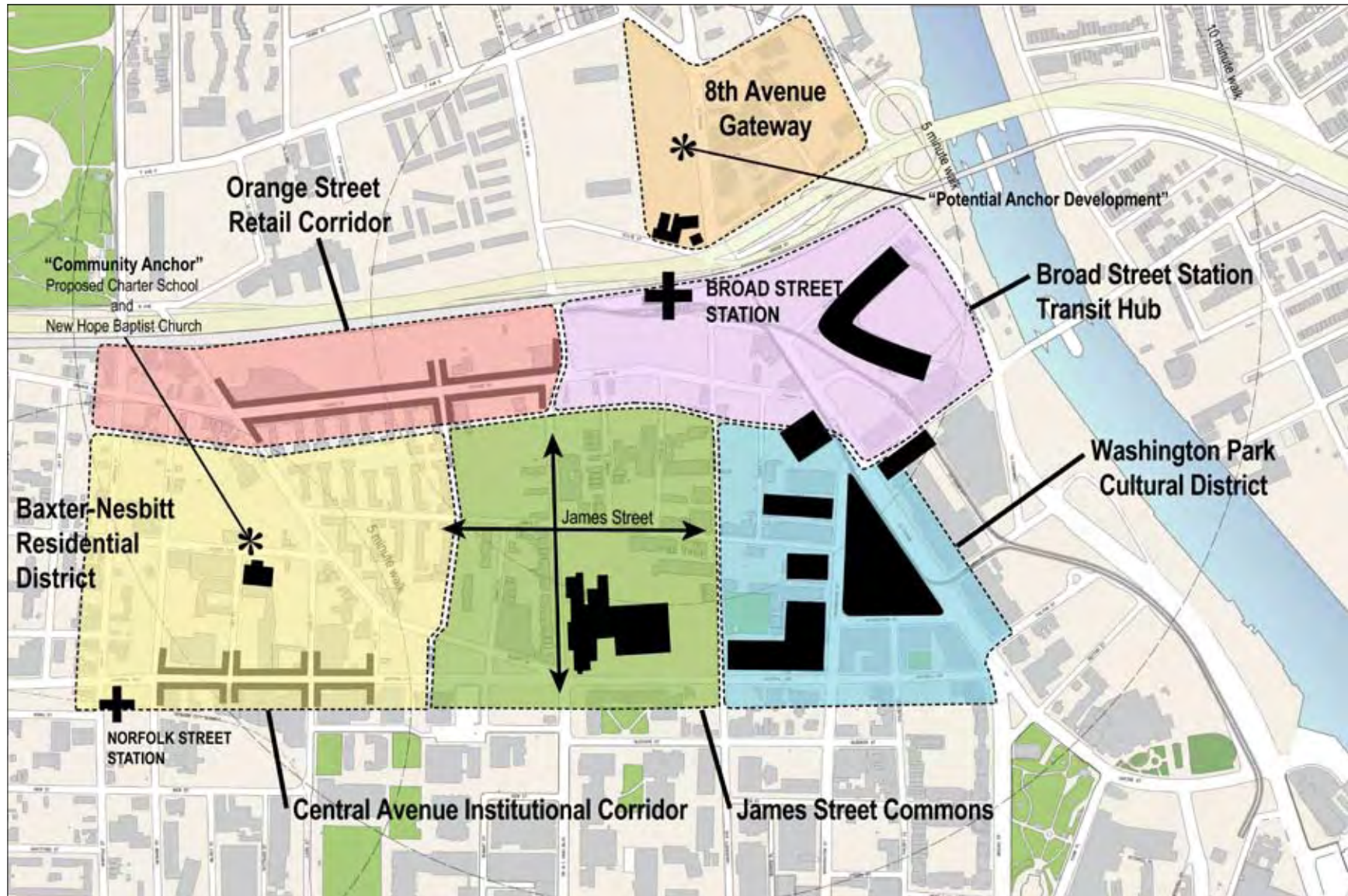
Central Avenue: Major east-west mixed-use corridor that connects the District's major cultural institutions and historic neighborhood with the heart of the universities. Medium-density development is encouraged.

MLK Boulevard: Major north-south mixed-use, pedestrian-oriented gateway corridor with strong connections to I-280 and Broad Street Station.

University Avenue: Major north-south mixed-use, pedestrian-oriented gateway corridor connecting the universities and historic neighborhood to Broad Street Station and I-280 with local access and active street edges.

5. Extend the residential neighborhood fabric/character along the length of James Street integrating the Baxter Terrace redevelopment.
6. Integrate the various redevelopment projects and plans in the District.
7. Locate other potential mixed-use development sites north of I-280 along Broad Street that have the potential to maximize transit-oriented development.
8. Create and integrate appropriately-scaled green spaces with connections to historic Washington Park to the east and Branch Brook Park to the northwest, supplemented by attractive landscaping and streetscapes.
9. Provide parking facilities appropriately scaled for the residential neighborhood in a manner that maximizes transit use, minimizes traffic impacts on residential streets, utilizes shared parking strategies and locates facilities towards the perimeter streets of the District.

Figure 4.2: Neighborhood Placemaking



Neighborhood Placemaking

The redevelopment plan identifies six neighborhoods within the District that currently exist and can be enhanced or are yet to be created. These unique neighborhoods in some cases have strong identities and long histories which the plan seeks to celebrate. Each neighborhood is anchored by a particular place, landmark or asset that currently helps to define that neighborhood's identity or is expected to define it in the future. The goal of defining these neighborhoods in the redevelopment plan is to preserve and celebrate their existing assets while optimizing the potential for transformative development opportunities.

This placemaking framework follows from the nine design principles and is the primary organizing theme behind the planning and regulatory strategies in this document. Each neighborhood in this district is described here as a sub-district which has its own unique development regulations. The placemaking process is one that does not end with this Plan. The names given to

these neighborhoods have been vetted with stakeholders, but are intended to be placeholders and to start the placemaking process, not to end it. Neighborhood identity is an organic process that is gradual and can change over time as places change. This plan encourages district stakeholders to continue the planning and placemaking process.

Broad Street Station Transit Hub

The Broad Street Station Transit Hub is a center of activity for the entire district currently and will become the central focus of a transit-oriented, pedestrian-friendly destination that prominently marks the northern end of Downtown Newark. Anchored by the train and light rail station and an enhanced station plaza public open space and bus hub, development around the station should be transit-friendly and enhance pedestrian-friendly streetscapes. Broad Street will continue to be a major vehicular thoroughfare,

but will also become a celebrated boulevard that unifies its two sides and provides a seamless connection between the train station and development along Orange Street with the Newark Bears and Eagles Stadium and development between Broad Street and the future Passaic riverfront park. Development in this district should be high density, with prominent streetwalls, active ground floor uses, a vibrant mix of uses including office, commercial, retail, residential and educational uses, with building heights that contribute to and enhance the prominence of Downtown Newark's skyline.

The Broad Street Station Transit Hub was historically a center of industry and activity, a powerhouse of jobs for the city, and a focal point of invention and production, driven by figures including Edison, Weston and Boyden. It was near the corner of Orange and Broad Streets that Seth Boyden developed the technology of patent leather and malleable iron for the area's companies and where Thomas Edison made early phonograph machines. The Hub should celebrate this history by ensuring that the area once again becomes a center of employment and innovation by encouraging high density office, commercial and educational uses within new mixed-use developments. This area can once again provide good jobs, produce needed services and make intellectual contributions to society. Further, high density development in this area should be sustainable and help to erase the negative stigma of contamination that the industrial history of the neighborhood left behind. A high density hub therefore celebrates the historic role of the District as a powerhouse of vitality and innovation in the form of modern transit-oriented, sustainable development.

The Broad Street Station Transit Hub neighborhood boundaries are outlined in Figure 4.13, the official Neighborhood Sub-District Land Use and Regulation Map. The neighborhood is bounded to the north by I-280, to the east by McCarter Highway, and to the south by Bridge Street (east of Broad Street) and Orange Street (west of Broad Street). To the west the neighborhood goes to Dr. Martin Luther King Jr. Boulevard (MLK Boulevard) and includes properties fronting on the south side of Orange Street from MLK Boulevard. to Broad Street. This plan calls for a minimum amount of density and height in the transit hub area, particularly on lots immediately proximate to the train station, in order to ensure that the full potential of this place is realized.

Orange Street Retail Corridor

Orange Street, with easy access to Interstate 280 and Broad Street Station and a natural link between Branch Brook Park and the Broad Street Corridor, should become a pedestrian-oriented destination shopping corridor that is lined by large format, destination and nationally-recognized retail stores to the north, possibly in mixed-use developments, and a mix of ground floor neighborhood-serving retail and residential uses to the south. The Orange Street Corridor should be anchored by two gateway nodes formed by the intersection with Nesbitt Street on the west, and Martin Luther King Jr. Boulevard on the east.

The neighborhood should extend from MLK Blvd to the east to Norfolk Street/Clifton Avenue to the west and include all properties fronting on both sides of Orange Street. The corner of Nesbitt and Orange should be a powerful marker and entryway with its important visibility from Branch Brook Park and the on/off-ramps of Interstate 280. The corner of Martin Luther King

Jr. Boulevard and Orange Street should likewise be an entrance to the shopping district from Broad Street Station, integrating development in the Broad Street Station Hub with retail and mixed-use development on MLK and Orange. This intersection should also serve as a gateway to the James Street Commons neighborhood to the south and to NJIT.

The corridor should include moderate density residential atop ground floor commercial on the south side of Orange Street while the north side of Orange Street should prioritize large format retail that should be double-stacked and integrate upper floor residential uses where possible. Parking should be provided to serve the needs of the retail in such a way that the corridor is walkable and pedestrian-oriented.

Washington Park Cultural District

The Washington Park Cultural District, anchored by the historic Washington Park, is already home to prominent cultural institutions. These include the Newark Museum, Newark Public Library, and the Women in Support of the Million Man March African American Cultural Center. These historic and cultural resources, along with Washington Park, distinguish the neighborhood as a strong cultural center for the entire Broad Street Station District. The Redevelopment Plan aims to protect and preserve these cultural anchors as well as the numerous historic buildings that are in this area, including the important Phone Company building at 540 Broad Street, which although not designated a landmark was for a short time the tallest building in Newark when it was built in the 1920s prior to the construction of the Lefcourt Building now known as 1180 Raymond Boulevard. The Washington Park Newark Light Rail station, Rutgers University

new business school and the surrounding office buildings are also tremendous existing assets.

The Plan calls for improvements to the park that should redefine it by upgrading its infrastructure and design, including activating it with more programs and events. With significant new developments happening around the park, including the opening of Rutgers University's Business School at 1 Washington Park and other planned residential and office developments, the park should become a gathering place of residential, office, cultural and retail activity. Retail uses should be developed at the ground floor of buildings around the park in order to encourage the activation of the park.

James Street Commons Historic Neighborhood

A hidden gem at the heart of the Broad Street Station District, this neighborhood is the residential core of the James Street Commons historic district, which encompasses much of the entire Broad Street Station District and even includes the "Halsey Village" area which lies outside the District. The James Street Commons historic neighborhood can be enhanced with new development that fills in the gaps between its magnificent buildings in the architectural styles of Art Deco, Late Victorian, and Late 19th and 20th Century Revivals.

The Plan aims to preserve this valuable existing housing stock and complement it with contextually sensitive infill housing and development of various types and scales. The Plan ensures that new development in this neighborhood is context-sensitive, but encourages building that incorporates modern contemporary language. This coexistence of the old and new buildings in a

historic context would help contribute to the greater District's identity and can be compared to other vibrant historic neighborhoods such as Greenwich Village in New York City and Newbury Street in Boston.

The core of the James Street Commons Neighborhood should remain a mix of residential and office uses as it is currently, while the north-south neighborhood connectors should be a mix of retail, office, educational, and residential uses, with a mix of ground floor residential and retail uses on MLK Boulevard, in order to better connect the universities and the neighborhood with new retail on Orange Street and the Broad Street Station. Retail and other active uses should be prioritized on University Avenue and Central Avenue. The James Street Commons Neighborhood should allow higher densities only on the mixed use or retail corridors of University Avenue, Central Avenue and MLK Boulevard.

Nesbitt-Baxter Neighborhood

The Nesbitt-Baxter Residential District will be a new residential neighborhood anchored by New Hope Baptist Church, the planned Marion P. Thomas charter school and the Newark Housing Authority's new mixed-income housing development to replace Baxter Terrace. Nesbitt Street will become the center of this residential and civic-oriented neighborhood, where retail and other active uses, including community facilities, will be allowed on the ground floor of any new development on the street. Nesbitt Street will remain a neighborhood-serving vehicular connection to Interstate 280 and Branch Brook Park, but will become a pedestrian-oriented street that completes the James Street green connection from Washington Park through the Housing

Authority's new mixed-income community to Branch Brook Park to the north.

The Nesbitt-Baxter Residential District should house a critical mass of the district's mixed-income housing stock. This district should be conducive to a healthy diversity of income and household types and a mix of building typologies. Affordable housing options where provided should be distributed throughout this and all other neighborhoods to the extent feasible.

A new park should be part of the Housing Authority's new mixed-income community and this park should have strong connections to James Street Commons and Washington Park, to the green spaces on NJIT's campus, to the neighborhood west of Nesbitt Street and to Branch Brook Park. To the south the Nesbitt-Baxter Residential District will be anchored by the Central Avenue institutional corridor, where medium-density residential and institutional uses are encouraged and where a large share of the areas parking needs could be met. To the far west, the area is bounded by Norfolk street and the Norfolk Street Light Rail station.

Development around the Norfolk Street Light Rail Station should be medium-density and be transit and pedestrian-friendly. Norfolk Street should anchor the District at the west by forming a strong connection between UMDNJ, Science Park and the Society Hill neighborhood to the south and the Orange Street retail corridor and Branch Brook Park to the North. Medium-density is allowed on the corridor and building renovations to residential are encouraged. Active ground floor uses are prioritized on Norfolk Street and it should become a primary vehicular connection from Central Avenue to I-280.

8th Avenue Gateway Neighborhood

The 8th Avenue Gateway Neighborhood is the only portion of the District to the north of the I-280 highway. The neighborhood runs along both sides of Broad Street from I-280 to Seventh Avenue on the west side and Clay Street on the east side. The entire neighborhood is within a few blocks of Broad Street Station, yet is home to a low-scale residential neighborhood and also dominated by on- and off-ramps Interstate 280. The neighborhood has the potential to absorb much greater densities, yet has a historic residential neighborhood in need of protection. New development in this neighborhood must balance this tension between the need to protect an existing neighborhood and leverage a transit-rich, high-vehicle traffic location.

New development in this district should be sensitive to the historic character while contributing to Broad Street's role as a medium density retail and mixed-use corridor that is pedestrian-friendly. 8th Avenue, Grant Street, Spring Street, and State Street should prioritize sensitive residential development of moderate density. On-street parking should be protected for existing residents of 8th Avenue, Grant Street and Broad Street and new development should provide some off-street parking due to the lack of on-street parking in the district.

Broad Street should establish a strong connection between the Lower Broadway neighborhood and North Newark and the Downtown by becoming a true gateway to the Downtown and the Broad Street Station Transit Hub. This Plan recognizes that the 8th Avenue Gateway Area was identified as part of the study area of the Lower Broadway Neighborhood Plan.¹ This Plan acknowledges the Lower Broadway Neighborhood Plan and

attempts to strengthen connections between the Broad Street Station District and the Lower Broadway Neighborhood. This Plan is largely consistent with the vision, goals, values and principles of the Lower Broadway Neighborhood Plan. Broad Street should be lined with ground floor uses with residential or office uses above on both sides of the street, thereby unifying the Lower Broadway commercial corridor with Broad Street Station and Downtown Newark. On the west side of the street higher densities are allowable, while on the east side of Broad Street allowable densities should be more contextual with existing buildings. Spring Street should become more of a residential street, with industrial and auto-oriented uses no longer allowed. New development on McCarter Highway should have a strong relationship with the Passaic River and should be medium density.

The 8th Avenue Gateway neighborhood, which is composed primarily of residents on 8th Avenue, have endeavored over two years to define the community and foster pride in their neighborhood through a focus on historic integrity, sustainability and walkability, greening, and focus on arts and culture. This Plan recognizes that the naming process for particular neighborhoods is something that should be community-driven and evolve over time. The "8th Avenue Gateway" name is a placeholder and can and will most likely be refined by the community as the planning process continues beyond this Plan.

1 Produced by La Casa de Don Pedro

Market Tested Development Strategy

This Plan is based on a market-tested approach. Four of the major stakeholders, all of which are public or quasi-public agencies, own nearly 40 acres within the Broad Street Station District. These agencies, including the Newark Housing Authority, the New Jersey Institute for Technology and Rutgers University at Newark, collaborated with the City to solicit development interest in the Broad Street Station District through the use of a Request-for-Expressions of Interest (RFEI).

The RFEI process sought to align redevelopment and planning efforts with prevailing market conditions and expedite plan implementation. The RFEI process yielded responses from 10 development teams who expressed interest in investing in the area. The RFEI responses produced development program ranges for the District that have guided the Broad Street Station District Redevelopment Plan's regulatory framework. While not dictating absolute minimums and maximums for development in the District, the chart below indicates development ranges that were recommended as feasible in the current market and consistent with the placemaking vision of the Broad Street Station Redevelopment Plan and its charge to make the area a lively, pedestrian-friendly, transit-oriented District. It is important to note that these ranges are lower bounds for development because they include RFEI sites (those public or quasi public holdings in the District) and not private sites in most cases.

Development Program for Entire District New and Rehab Construction Ranges:

	<i>Minimum</i>	<i>Maximum</i>
Residential	450 units	3,300 units
Retail	215,000 sq. feet	700,000 sq. feet
Parking	850 spaces	5,600 spaces

In addition to confirming the District's tremendous opportunity and readiness for new residential density, the RFEI submissions also confirmed that the greatest concentration of new retail space should be located along Orange Street. The RFEI submissions support a general range of 200,000 – 400,000 square feet of retail clustered along Orange Street between MLK Boulevard and Nesbitt Street.

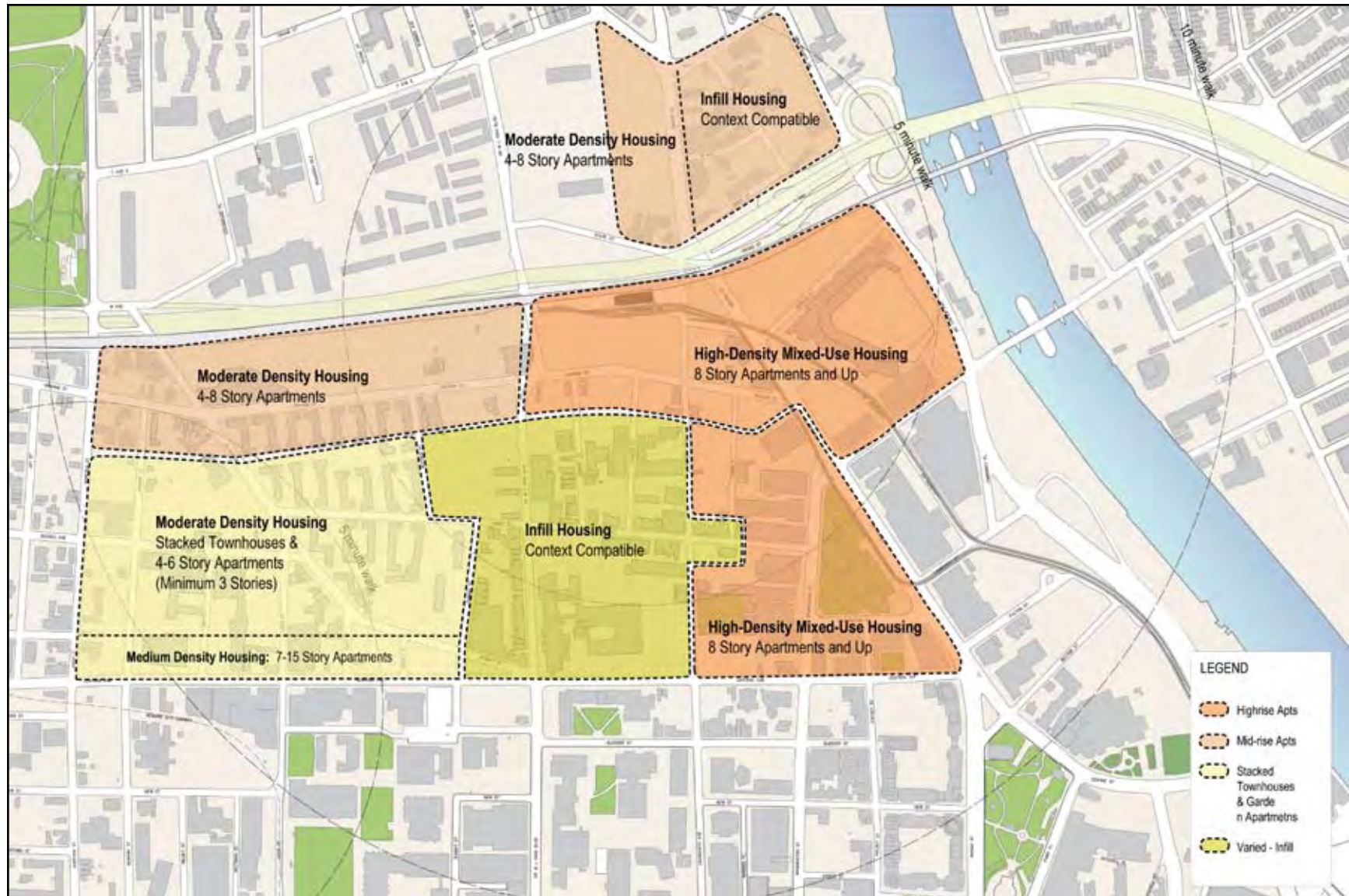
Orange Street Retail New and Rehab Construction Ranges:

	<i>Minimum</i>	<i>Maximum</i>
Orange Street Destination Retail Corridor between MLK and Nesbitt	200,000 sq. ft.	425,000 sq. ft.

Based on the responses received from the RFEI solicitation, the Plan seeks to facilitate development in the District that is mixed-income, mixed-use and is within achievable volumes as indicated by the responses of the development community.

Responses to the RFEI solicitation all included some amount of open space, varying from about half an acre in some cases to much more than acre in a few cases.

Figure 4.3: Housing Strategy



Housing Strategy

Spanning an area measuring approximately one half of a square mile, the Broad Street Station District has the ability and should absorb at least another 5,000 new residents, roughly doubling the area's current population. New housing in this neighborhood should follow the sustainability and transit-oriented principles of this Plan. The housing strategy of this plan promotes strategic density in order to create mixed-use, mixed-income neighborhoods. Strategic density will create a more sustainable District less dependent on vehicles with a mix of uses in close proximity that provide residents, students, workers and visitors of the District a higher quality of life. Increasing the amount of housing units supports a more vibrant mix of uses, helps attract more retail and fosters vibrant public spaces. Further, increasing housing density can support greater quantities and varieties of affordable and low-income housing at all levels of affordability.

This housing strategy is intended to make the District an attractive

place to live for existing homeowners, renters, and public housing tenants as well as new residents. By providing a better variety of housing types, the District can attract more students, staff and faculty, downtown workers currently commuting from suburbs, and commuters to New York who live elsewhere in the region. The housing strategy therefore promotes economic revitalization, increased sustainability, and affordable housing production.

To support the objective of providing a variety of housing types and of respecting existing residential assets, the housing strategy defines four distinct housing density zones:

- 1) High-Density, Mixed-Use Housing
- 2) Medium-Density, Mixed-Use Housing
- 3) Moderate-Density Housing
- 4) Infill Housing

Housing Typologies



High Density Housing



Medium Density Housing

Higher-density housing should be located in areas that can more readily accommodate greater populations while at the same time respecting the history and scale of existing and historic resources. In accordance with the principles of transit-oriented development, the highest density housing should be located in close proximity to transit. Lower-scale housing should complement the James Street Commons historic neighborhood and the 8th Avenue neighborhood. Moderate and medium density housing types should be located along retail corridors including Orange Street, Nesbitt Street, Martin Luther King Blvd and Central Avenue at walkable distances to transit and neighborhood retail corridors.

High-Density, Mixed-Use Housing (8 stories and above)

High-Density, Mixed-Use Housing will be focused in the Broad Street Station Transit Hub Neighborhood and the Washington Park Cultural District only. There are historic precedents for high density dating back to the early twentieth century, when some of the tallest buildings in Newark at the time were built around Washington Park. These neighborhoods should be revitalized with housing that leverages the tremendous transit accessibility provided by Broad Street Station, the Newark Light Rail, and the Broad Street bus corridor.

High-rise apartment buildings with retail uses located at the ground floor are well-suited for areas with existing high levels of development and areas around highly trafficked transportation nodes. The combination of high density residential development with retail uses at the ground floor in high-traffic areas helps to foster a safe and vibrant pedestrian environment.

The high-rise housing envisioned within the Broad Street Station

District should accommodate market rate housing as well as affordable housing as appropriate given the value of the transit location, proximity to downtown, and visual amenities, including enviable views. Retail uses are encouraged at the ground floor level of all the buildings. Due to the District's prime location, the upper levels of these buildings will be afforded spectacular views of the Passaic River, Riverfront Stadium, Downtown Newark, the New York City Skyline, the Meadowlands, the Sacred Heart Cathedral Basilica and Branch Brook Park, among others.

Medium-Density, Mixed-Use Housing (7-15 stories)

Medium Density, Mixed-Use Housing will be focused on Central Avenue, where housing is primarily already in medium-density mixed-use buildings. The medium density housing within the District should take the form of mid-rise apartment buildings and mid-rise garden apartments and lofts. Mid-rise apartment buildings tend to offer a more sympathetic scale to the pedestrian environment than high-rise apartments. They allow greater light and air to reach the street level while at the same time providing a higher density than traditional low-scale townhouses and row-houses. Modern mid-rise buildings also tend to be very flexible, allowing for a multitude of residential spaces and unit sizes as well as building typologies.

Medium density housing may consist of mixed-income units in accordance with market conditions. This should help to create a diverse and vibrant community of individuals from varied economic and cultural backgrounds. Ground floor retail and active uses should be required along designated retail corridors and should also be considered outside of these corridors in areas that are deemed appropriate and suitable to such uses.

Housing Typologies



Moderate Density Housing



Infill and Low Density Housing

Moderate-Density Housing (3-6 stories)

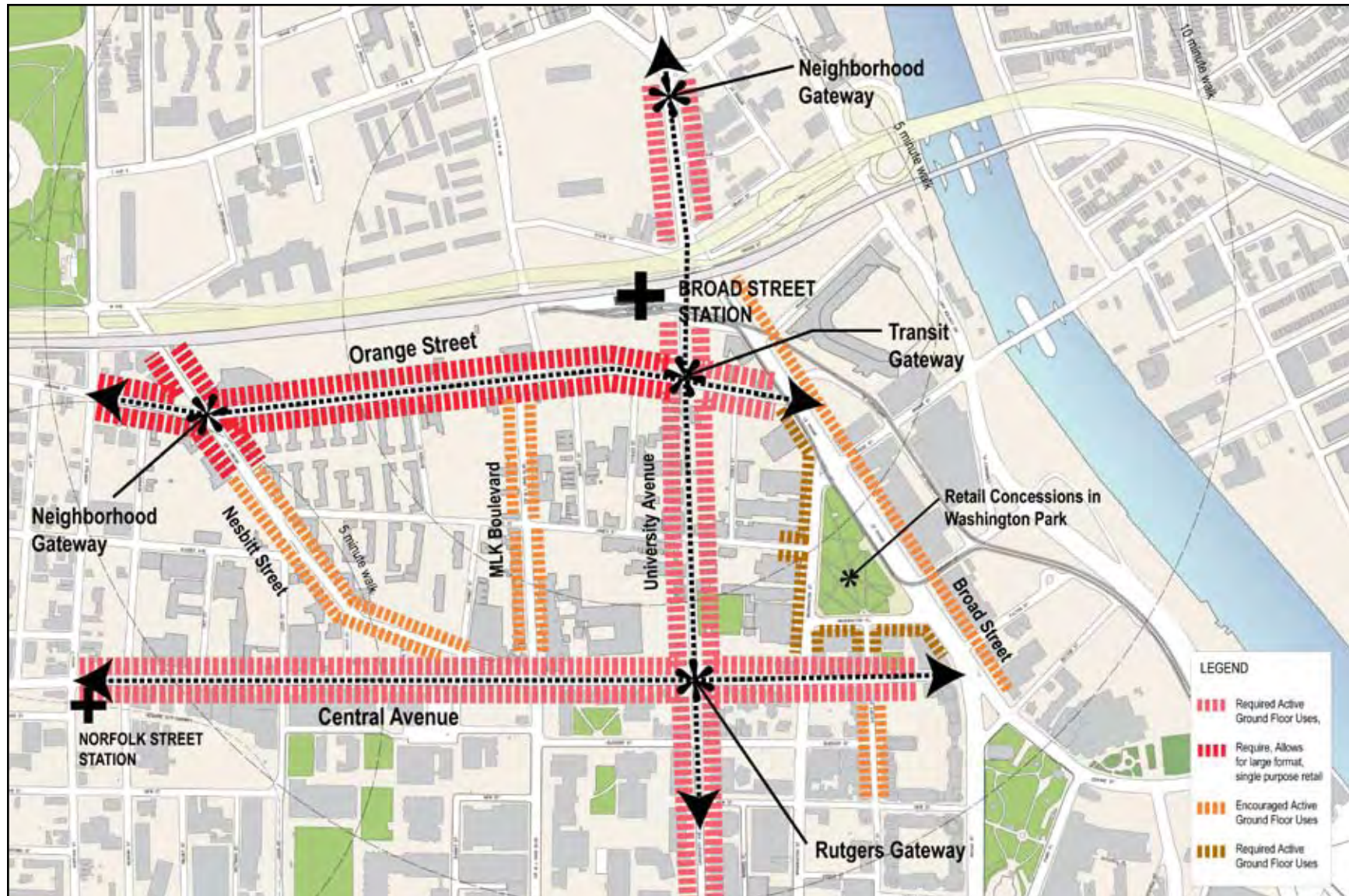
Moderate density housing should be distributed throughout much of the District, in the Baxter/Nesbitt neighborhood, the Broad Street Corridor north of I-280, and along Orange Street and Norfolk Street. Moderate-density housing tends to take the form of low-rise apartment buildings, townhouses, and row-houses. Historically speaking, townhouses have traditionally been the mode of choice for many older American cities, such as Boston, New York, and Philadelphia. Recent developments have shown a renewed interest in townhouses due to their ability to instill a greater sense of character in a neighborhood due to the manner in which they front the street and other distinctive design elements particular to townhouses.

Most of the areas designated for moderate-density housing are situated in proximity to local schools and playing fields, and should further enhance the appeal of this area to families with young children.

Infill Housing

Infill housing will be targeted in two distinct areas of the Broad Street Station District; the James Street Commons Historic Neighborhood and the 8th Avenue Gateway Neighborhood. Infill housing can take a variety of forms and should be generally responsive to the level, scale, and design of existing development. Context sensitive building and typologies are generally reserved for areas of historic and architectural significance. The primary aim is to preserve areas that provide cultural and historic character to cities.

Figure 4.4: Potential Places for Retail Shopping Areas



Active Ground Floor Uses & Retail Strategy

An important component of the Plan is to recapture a substantial portion of the retail leakage that plagues the City of Newark.

There are few areas and sites in the city with the accessibility and capacity to recapture a critical mass of retail development. The District has a tremendous advantage given its existing residential and university communities, combined with its transportation linkages to neighboring areas. The capacity exists in the form of several large-scale development sites adjacent to a major interstate highway and to a major transit station. The Broad Street Station District is thus a prime location for substantial retail development.

Three distinct retail corridors will be established that are planned to accommodate a wide range of retail options including large-format regional-serving retail, neighborhood-serving retail and small convenience-oriented amenities. Large format stores are

typically greater than 25,000 square feet in floor area and often serve a regional market (outside the neighborhood and often city boundaries). Neighborhood-serving retail typically includes stores much smaller than 25,000 square feet that serve an entire neighborhood, including small grocery stores, drug stores, and various other types of retail. Convenience-oriented retail amenities include stores usually smaller than 5,000 square feet that cater to a small geographic area including small convenience stores, restaurants and laundromats. The three corridors are Orange Street, University Avenue, and Central Avenue. In addition to these key retail corridors, additional retail and active ground floor uses will be encouraged throughout the District, most notably around Washington Park, where active street edges will help to create an active and vibrant public space.

Urban Format Retail Options



Orange Street

The Orange Street corridor, starting at Broad Street and running westbound to Norfolk Avenue, should be a double-lined, retail and mixed-use pedestrian-friendly corridor. Orange Street is bound by large city-owned sites on the north which have the capacity to be developed as medium- or large format retail stories. The Westinghouse Site also presents a significant opportunity to house substantial ground floor retail at the base of a larger structure. Residential, institutional, and office uses are encouraged on upper floors of retail. The south side of Orange Street should include retail options with mid- to high-rise residential above proximate to Broad Street Station. This mix of uses will further contribute to the critical mass of people and income necessary to support vibrant retail centers. Ground floor use standards will encourage continuous, active street walls that create vibrant storefronts with day and evening uses that promote pedestrian activity on the street.

Central Avenue

The Central Avenue retail corridor is a critical seam connecting the District to the north, and the universities to the south. It therefore should have a more collegiate character and the retail options located along this corridor should reflect and contribute to enhancing the corridor's academic identity. As a wide, two-way thoroughfare, Central Avenue is heavily traveled by both vehicles and pedestrians and can therefore sustain larger retail options. Bookstores, cafes, copy centers and coffee shops are uses that would be well-suited along Central Avenue. Retail should be well-signed and universally accessible by unobstructed wide sidewalks. Catalytic mixed use development around the

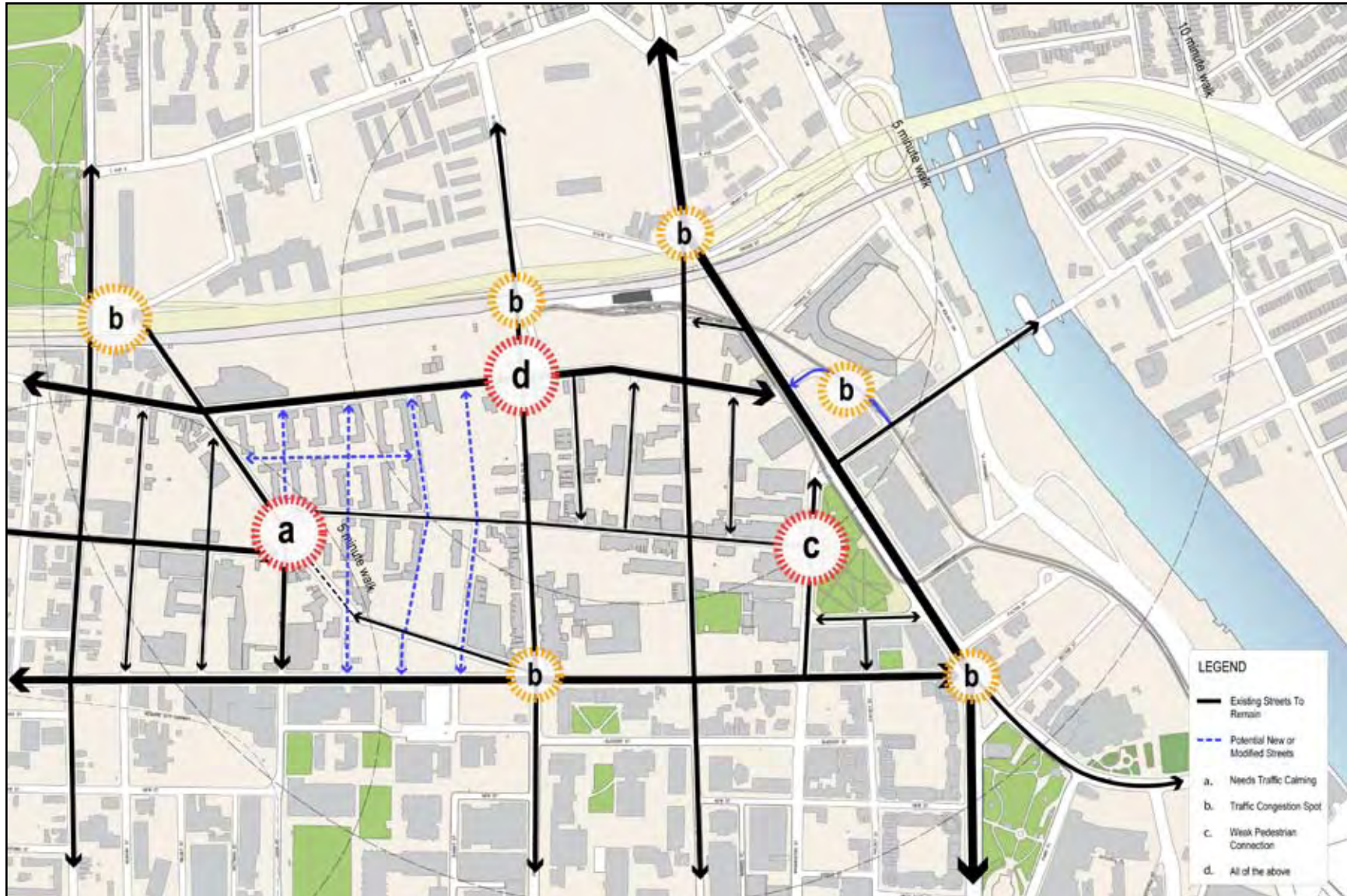
corner of Central Avenue and Dr. Martin Luther King, Jr. Blvd is an important step in realizing this vision for the Central Avenue corridor.

University Avenue

University Avenue is a major connector between Broad Street Station and the university communities of Rutgers and NJIT. It is anchored at one end by the retail opportunities of the Westinghouse site and on the other by the Central Avenue retail corridor. University Avenue is a narrow (50' wide) pedestrian-oriented street, and the retail along it should follow suit. Suitable active ground floor and retail opportunities for this corridor include a range of small boutique shops, cafes, neighborhood delis and convenience stores, and specialty stores.

Other critical corridors within which the Redevelopment Plan encourages the siting of retail and active ground floor uses are the eastern frontage of Broad Street facing the park, Martin Luther King Jr. Boulevard, and along portions of Nesbitt Street.

Figure 4.5: Transportation & Pedestrian Problem Areas



Transportation & Transit Strategy

Well-served by local public transit options, regional rail and roadways, the Broad Street Station District boasts a number of transit-oriented-development advantages. The multiple and frequent transit options of the District offer the chance to develop a neighborhood that is easily accessible via walking, bicycling, and mass transit. With new housing, retail and commercial uses come additional vehicular traffic. While some of this traffic must be accommodated, some parts of the existing street network may not support – and probably cannot – the large numbers of additional vehicles as currently configured. Thus, modifications to the existing street network are essential to make the most efficient use of the public right-of-way while promoting a walkable urban environment. Signal timing improvements, pavement markings, rerouting of vehicles and better wayfinding may all be necessary to achieve greater efficiencies.

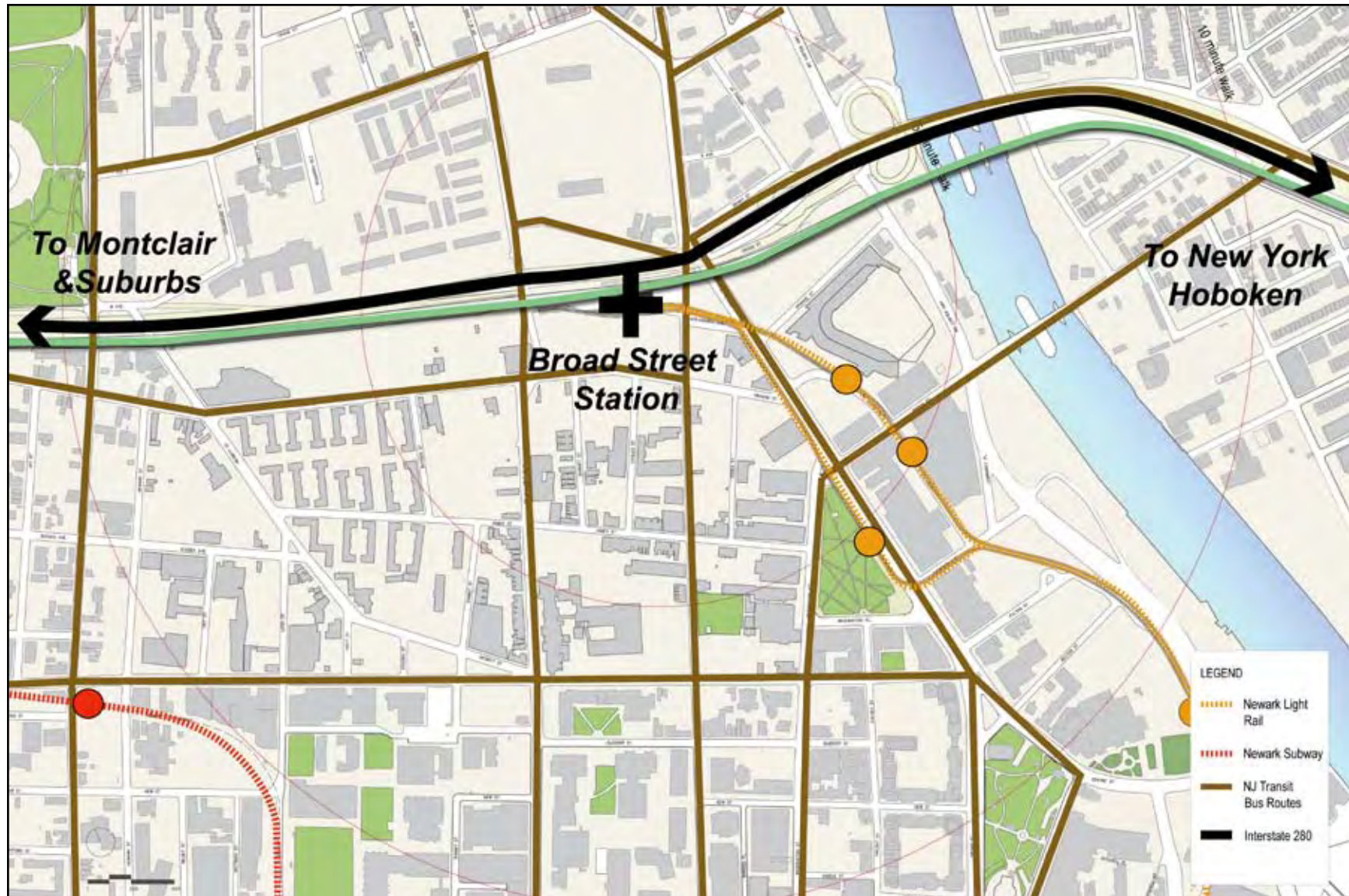
More efficient roadways will not however solve the problem of

congestion and the only long-term solution will be reduce the mode-split of those currently commuting into and out of this area. District streets, especially in the Transit Hub neighborhood, will continue to be overwhelmed if vehicle volumes continue to grow. Increased use of transit, including commuter rail, light rail, and bus by daily office commuters, and by college faculty, staff and students is essential to the growth and development of the District. A transit and transportation strategy therefore must in addition to recommending street and transit improvements set parking ratios for new development in such a way that limits the growth of vehicular volumes while satisfies current and near-term parking demands.

Pedestrian Friendly Streets: Promoting a Walkable Community

Being a dense urban district, close to a major transit hub, walking should be the primary method of transportation. Walking promotes

Figure 4.6: Public Transit Connections



social interaction, which helps to build a strong, safe community. Walking promotes economic activity, by encouraging shopping as pedestrians walk past stores. As such, walking should be given priority over other methods of transportation. To achieve this, sidewalks must have sufficient width to accommodate expected volumes of pedestrian traffic, as well as street trees, benches, sidewalk cafes, and other amenities that make the sidewalk a safe and pleasant and rewarding place. Most sidewalks in the district are wide enough to accommodate this. On Orange Street, however, a mandatory setback is recommended to provide for a wide sidewalk in front of the retail stores.

Existing “superblocks” in the District should be reduced in size where possible to produce a pedestrian-friendly environment of small blocks. Blocks less than 400 feet in length are important for providing frequent opportunities to cross streets without jaywalking, improving the pedestrian experience. This should be accomplished by introducing new streets upon redevelopment to restore and reconnect the street grid. Where vehicular streets are not feasible or desirable, at grade pedestrian walkways are encouraged.

Blocks along MLK Boulevard and University Avenue are long (greater than 600 feet), and would benefit from mid-block crosswalks to allow for more frequent pedestrian crossings. Between Orange Street and James Street, and between James Street and Central Avenue, mid-block crosswalks should be considered on University Avenue, Essex Street and Martin Luther King Jr. Boulevard.

Other infrastructure improvements are recommended to make the area more pedestrian-friendly, including countdown pedestrian signals and sidewalk bump-outs. Countdown pedestrian signals inform pedestrians of the length of time left to cross the street.

This allows pedestrians to make informed decisions before entering a crosswalk, reducing the stress of crossing the street, and preventing pedestrians from being caught in the middle of a crosswalk. Sidewalk bumpouts at intersections shorten the crossing distance for pedestrians, increase visibility of pedestrians to motorists, and reduce the speed of vehicles as they approach intersections. Countdown pedestrian signals and bumpouts should be considered at the following intersections:

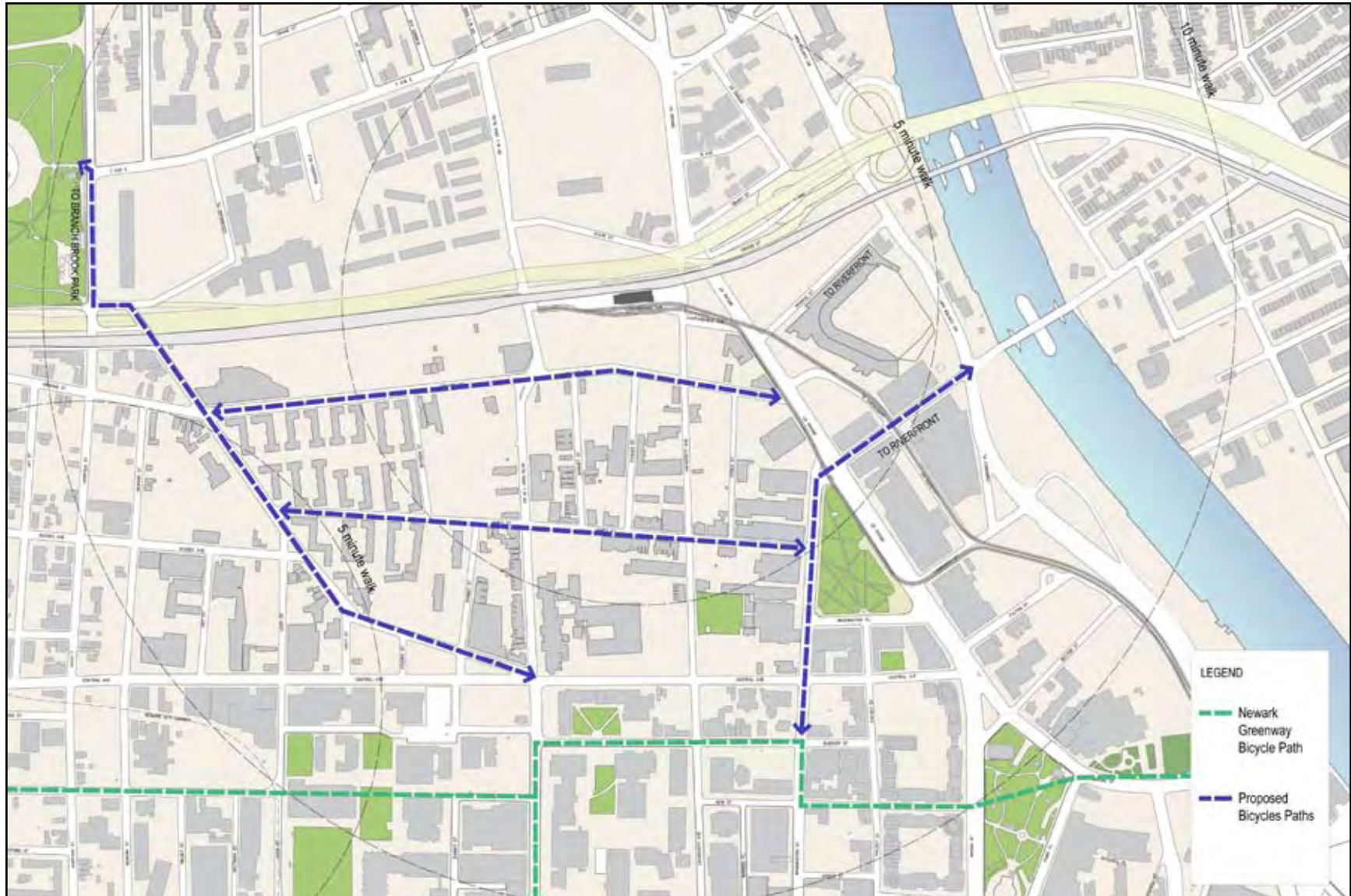
- Broad Street and Orange Street
- Broad Street and Central Avenue
- MLK Boulevard and Orange Street
- MLK Boulevard and Central Avenue
- Washington Street and James Street (new stop signal would be required on Washington)
- Broad Street and State Street (no bump-outs)
- Washington Street and Central Avenue

Public Transit: Local and Regional Connections to the District

The success of a transit-oriented development hinges on the ease of local and regional access to a site via transit. While heavy rail and the Newark Light Rail/City Subway operate on their own rights of way, bus service and the Broad Street line of the Newark Light Rail often occupy the same space as other motor vehicles. Newark relies heavily on buses as the backbone of its public transportation network. To expedite bus service and encourage additional bus ridership, buses should be given priority through signal queuing, space allocations or other means whenever possible. The Newark Light Rail should also be given priority through signal queuing at all times except rush hours.

Currently, only one bus route operates eight buses per day along Orange Street. Due to the high density of retail proposed for this

Figure 4.7: Proposed Bicycle Network



stretch, this roadway is ideal for additional bus service. The City of Newark should work with New Jersey Transit to expand existing bus service and/or create new bus routes to better serve Orange Street. The section of Broad Street, south of I-280 serves up to 610 buses each day. To expedite these trips, a bus-only lane should be installed on the curbside lane between State Street and Lackawanna Avenue. Movement should be discouraged between the bus-only lane and other lanes of traffic.

In order to accommodate continued rail services on the Morris & Essex Lines and Montclair-Boonton Line, NJ TRANSIT needs to build a second bridge over the Passaic River adjacent to the existing nearly 100-year old “Newark Drawbridge”. Construction of the new bridge would impact the adjacent property owner at 422 Broad Street. The new bridge and its approach spans would require a footprint along the southside of the existing railroad viaduct that tapers from 0 feet at Broad Street to approximately 35 feet at McCarter Highway. In this area, a future railroad bridge approach span is planned to be constructed leading to the new bridge across the Passaic River. NJ TRANSIT is encouraged to work with the property owner to find a way to accommodate the second bridge, which will have benefits for the entire District, while minimizing negative impacts to that owner.

Bicycle Pathways: Extending the Transit Network

Bicycling can be a beneficial extension of the transit network in the District, connecting transit stations with locations that are beyond walking distance. The flat terrain and the grid network of streets make the District well suited to support bicycling. The district is one block away from the proposed Newark Greenway, which is proposed to run along Bleeker Street, one block south of Central

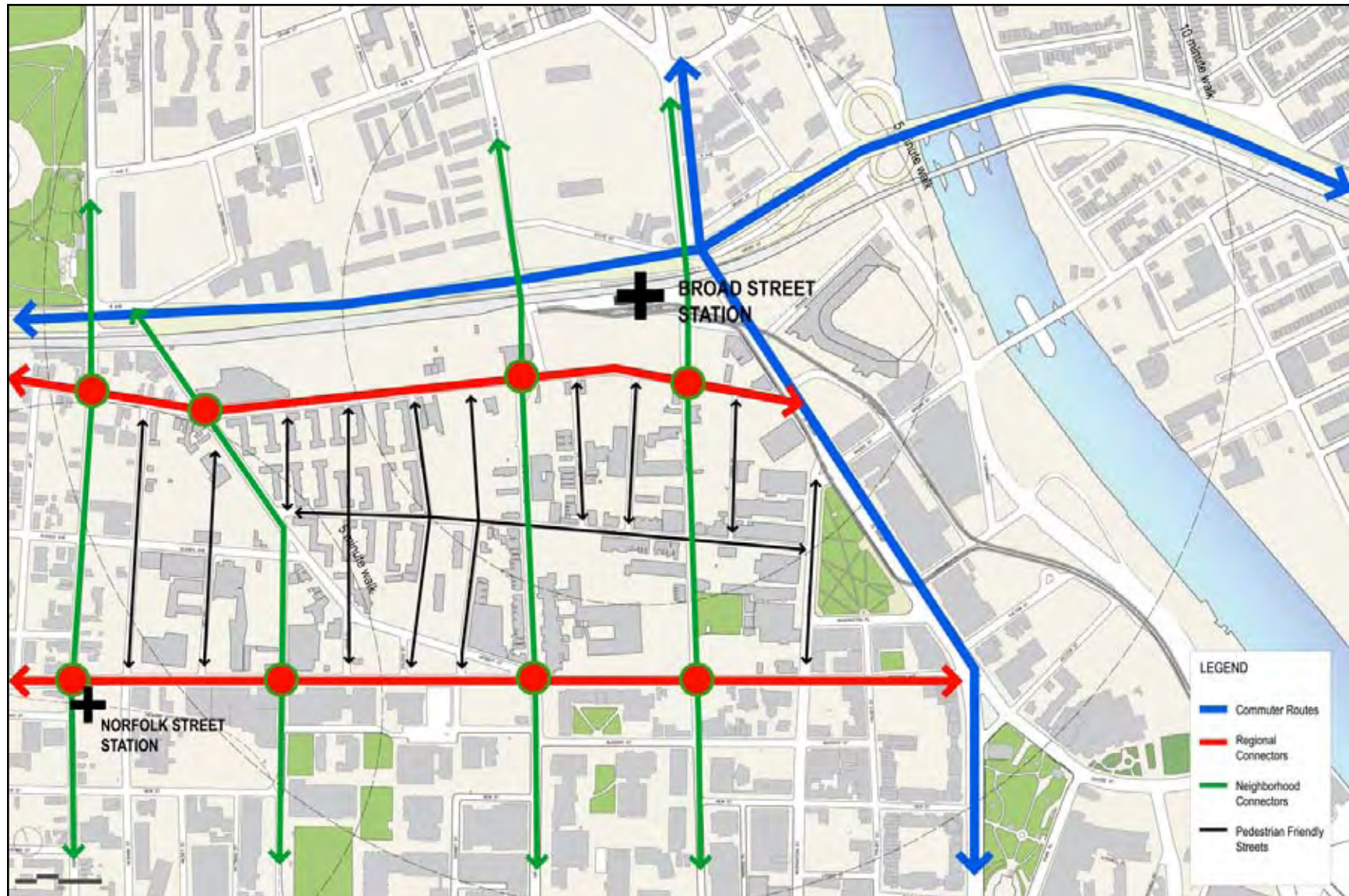
Avenue. The Newark Greenway is part of the 15 state East Coast Greenway that is envisioned to connect Key West to the northern border of Maine.

Bicycle routes are designated routes both on and off-street where bicycles are encouraged. Designated bicycle routes help both bicycle riders and motorists recognize that bicycles are traveling with vehicles in the roadway and thus make bicycle travel safer. Bicycle routes may be easy to install as they do not necessarily require designated lanes. Bicycle routes should be prioritized on important north-south and east-west connectors that link neighborhoods with parks, the universities, retail destinations and downtown employment. North-south connectors where bike routes are recommended are Martin Luther King, Jr. Boulevard, University Avenue, Norfolk Street, Nesbitt Street and Lock Street. East-west connectors where bike routes are recommended are Central Avenue, Orange Street, Sussex Avenue and James Street.

Bicycle lanes have a designated right-of-way associated with them and can only be placed on streets that are wide enough to accommodate them without significantly affecting traffic patterns in ways that are detrimental to the District. Since most of the District’s streets have narrow right-of-ways, designated bicycle lanes are only recommended on the following streets: James Street (one-way only), Nesbitt Street (two lanes), Sussex Avenue (two lanes), Orange Street (west of Boyden Street; one-way only). These recommendations are reflected in the street sections, figure 4.11.

Bicycle parking facilities should be located at all rail transit stations, including secure indoor bicycle parking at Broad Street Station, Norfolk Street Station, Washington Park, and all of the Broad St. branch of the Newark Light Rail stations. Bicycle racks

Figure 4.8: Proposed Street Hierarchies



should be strategically installed along all retail corridors and other non-residential destinations as part of future streetscape enhancements. This will encourage bicycle trips and create an efficient and organized method of bicycle parking on the sidewalk and on sidewalk bumpouts. Recommended changes to streets in the District can be found in figure 4.11, Proposed Street Sections.

Automobile Traffic: Efficiently Using the Existing Street Network

The current street network in the District is severed in multiple locations. James Street does not connect with Sussex Street, while Boyden, Burnet, and Eagle Streets all span only one block. As a result, vehicular traffic is funneled onto Broad Street, MLK Boulevard, Nesbitt Street, Orange Street and Central Avenue. Most of these streets are narrow and can accommodate only a maximum of two lanes of traffic and two parking lanes. The limited right-of-ways and cartway widths in the District can only accommodate a certain amount of growth in vehicular volumes. The Plan recommends further study of potential roadway improvements, signalization improvements and signage/wayfinding improvements to improve vehicular mobility in the District. The Plan recommends that the intersections of Dr. Martin Luther King, Jr. Blvd. and Orange Street, University Ave and State Street, Broad Street and Grant Street, and Central Avenue and Martin Luther King be studied as immediate congestion problems needing improvement.

Despite the need to improve vehicular efficiency, the Plan recognizes that congestion will not be solved by improving vehicular flow as much as shifting commuting patterns to alternative modes of transportation. This is widely known and acknowledged, but rarely possible except in transit-rich areas. Due to this area's transit infrastructure, the Plan discourages single-passenger vehicular travel in favor of other modes of transportation.

Encouraging Driving Alternatives

To decrease the number of vehicle miles traveled (VMT) in the District, all businesses or agencies of any kind with more than twenty-five employees within the District, both existing and new, are encouraged to develop and submit to the Division of Planning and Community Development and the Division of Traffic and Signals a VMT Reduction Plan. This plan shall include strategies for reducing the vehicle miles traveled by that business or entity's employees, students, and/or visitors. Performance measures should be included. These plans may benefit from the federal Commuter Choice Program, which provides monetary incentives to firms that implement such plans. Some methods for reducing VMT include:

- Parking Cash Out: Firms pay employees the cost of securing a parking space in exchange for not driving to work
- Discounted Transit Passes
- Van Pools: Firms provide van service from a common destination to the office
- Shuttle Service from Newark Penn Station
- Off-Site Parking for Students and Institutions
- Support zip car or a similar shared car service

Commuter Routes: Interstate 280 and Broad Street

The presence of I-280 will attract vehicular trips to the district to take advantage of the proposed destination retail. Vehicles approaching the District from I-280 will likely use either Martin Luther King Jr. Boulevard or the McCarter Highway exits. With limited queuing space, the Martin Luther King Jr. Boulevard exit ramp might easily back up into the highway. The exit on McCarter highway directs vehicles much farther from the area and necessitates new wayfinding to guide visitors to Orange Street retail. Finally, the exit

onto First Street is farthest from the site, but it can handle the greatest number of vehicles, and the route from the highway exit to the site is less complicated than the route from the McCarter Highway exit. Wayfinding signage is therefore recommended on I-280, First and Orange Street exits for Orange Street retail. A study of anticipated vehicular flows is recommended during early development phases to assess the various actions needed to avoid increased congestion at the MLK highway exit and at other highway exits/entrances.

The Plan recognizes ongoing efforts by the New Jersey Department of Transportation (NJDOT) to improve the on- and off-ramps of Interstate 280. These improvements are of particularly high importance to the success of the plan. These improvements shall be planned and built in ways that improve traffic flow and access to the area but minimize negative impacts to surrounding neighborhoods, minimize the use of developable land for highway or ramp area, and minimize traffic in residential areas. Further study into ways of improving these on- and off-ramps in ways that benefit the Broad Street Station District and help accommodate future development of the district is needed.

Regional Connectors: Orange Street and Central Avenue

Orange Street and Central Avenue are major east-west thoroughfares with current excess capacity. With new ground floor retail requirements on both corridors, these streets must accommodate both local and through traffic, while giving priority to bus traffic and remaining pedestrian friendly

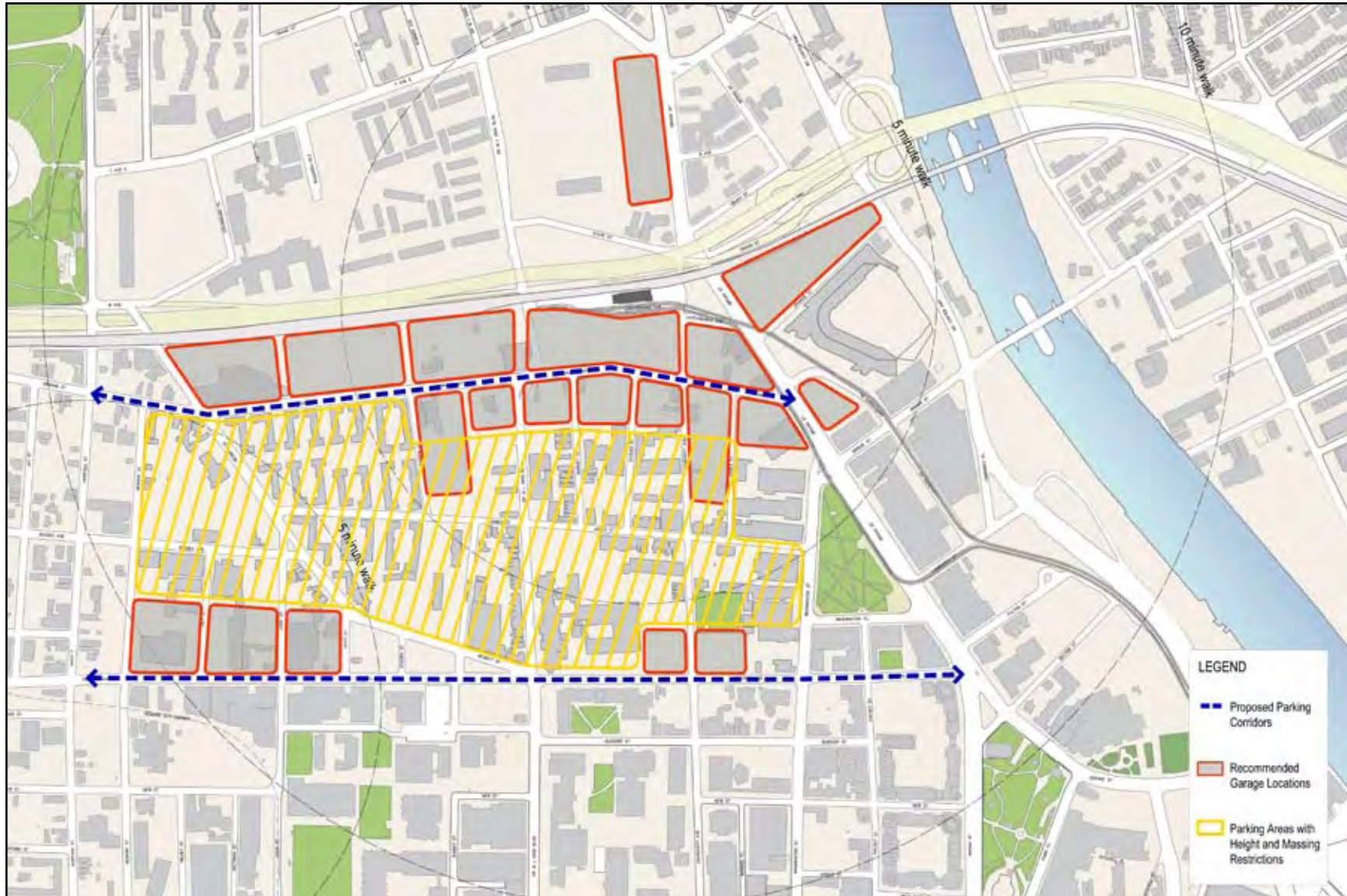
Neighborhood Connectors: University Avenue, MLK Boulevard, Nesbitt Street and Norfolk Street

Neighborhood connector corridors are critical links to both Downtown Newark and North Newark. They should, however, anticipate lower volumes of traffic and prioritize the pedestrian experience as well as on-site parking and bicycle lanes where feasible. All of these streets should:

- 1) Contain no more than 2 lanes of traffic in total
- 2) Allow for on-street parking lanes to serve as added pedestrian protection and traffic calming measures
- 3) Contain wide sidewalks

The diagonal configuration of the Nesbitt Street, Sussex Ave and Lock Street intersection should be improved and traffic calming measures implemented. The current layout of the intersection causes a disruption in the pedestrian friendly street grid and the street's width causes it to be used as a high speed connector to I-280. Traffic calming measures, including bicycle lanes and clearly marked crosswalks, should be employed to slow traffic and direct both vehicular and pedestrian flows in a more orderly and safe manner. Improving this traffic condition should be executed concurrently with the redevelopment of the adjacent Newark Housing Authority's Baxter Terrace Site.

Figure 4.9: Parking Corridors and Garage Locations



Parking

The Broad Street Station District is both a transit hub and a commuter-heavy area. The District is well-served by multiple public transportation options but is also home to over 3,000 parking spaces, mostly in the form of surface lots, serving residents, visitors, university commuters, and museum and hospital staff. Despite the predominance of surface parking in the District, there are both perceived and real shortages in current parking supply. These shortages must be addressed through both encouragement of alternative transit modes as well as modest increases in parking supply. Market interest in this area suggests that upwards of 3500 additional spaces will be needed in this District to accommodate new development.

A comprehensive parking strategy is beyond the scope of this plan, however the plan recognizes it is a critical component of implementation. The comprehensive parking strategy will be guided by the principles in this Plan but will come as step in the

implementation process. This parking strategy should include strategies and directives that recommend sharing arrangements amongst current and future uses and the document should also at minimum identify specific sites for accommodating large shared parking facilities and commuter parking facilities.

Parking should be shared among various user groups whose demands are not overlapping. For instance sharing between office and residential development, where very little overlap between daytime and nighttime usage allows a high amount of sharing in many cases.

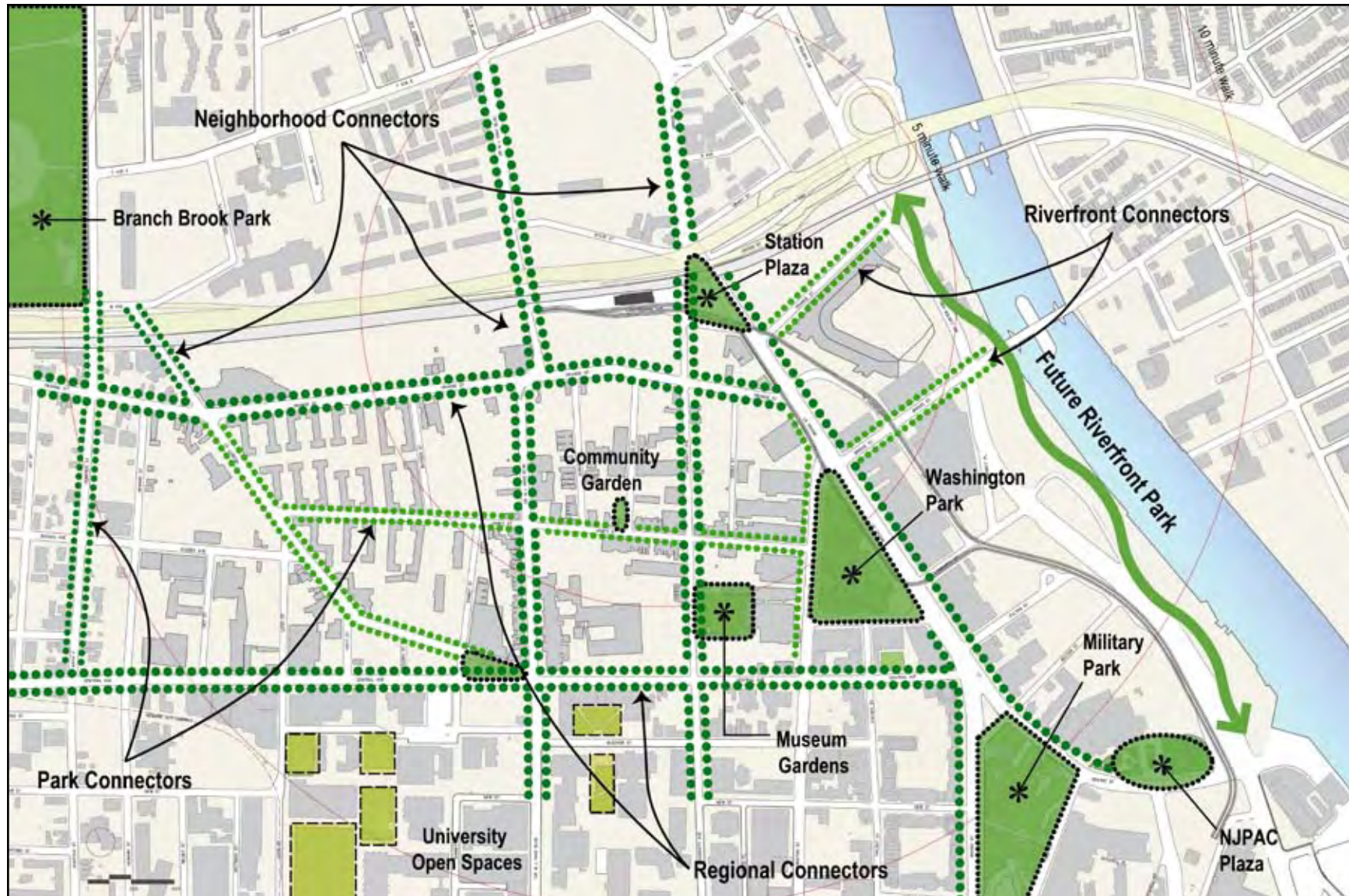
Parking should be located within the district so as not to overwhelm neighborhood residential streets and to promote a pedestrian-friendly environment throughout the District. Parking should therefore be concentrated on major vehicular arteries, at highway on-and-off ramps, and adjacent to/co-located with

Garage Typologies and Enclosure Precedents



retail or high-density development. Thus, larger parking garages, as part of a mixed-use building, should be located on Orange Street, Central Avenue, and Broad Street. The Plan restricts the size of parking garages proximate to Broad Street Station in order to ensure the transit hub area remains pedestrian friendly and the Plan further restricts parking garage sizes in most residential neighborhoods and on many residential streets according to Sub-District prohibited use regulations.

Figure 4.10: Streetscape Improvement Plan



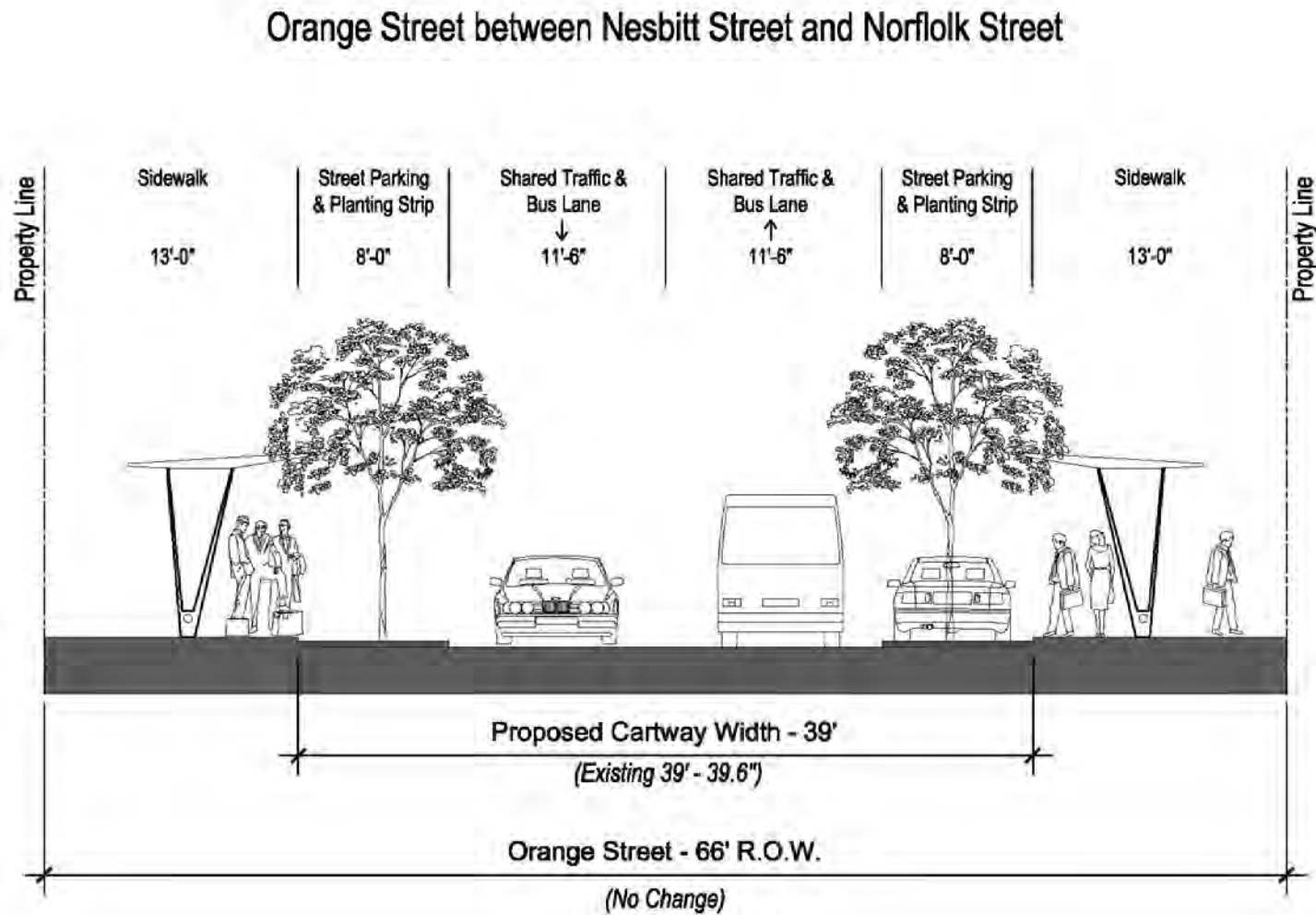
Public Realm Streetscapes

An extensive grid of streets with wide sidewalks is an important part of a pedestrian-friendly environment, especially one that is conducive to a variety of types of retail. The Plan does not propose any changes to existing right-of-way widths, but recommends street sections which should be further studied to achieve either sidewalk widening, traffic calming measures, the installation of bike lanes, or the widening of pre-existing insufficient lane widths in a variety of configurations. All configurations prioritize on-street parking. The proposed street sections are presented in Figure 4.11. On Orange Street, the Plan mandates that development to be setback by five feet to achieve a widened sidewalk width appropriate for retail. Traffic calming measures are recommended on Nesbitt Street that would reduce traffic flow to one lane.

Streetscape design, however, is outside the scope of this Plan but a comprehensive approach to prioritizing streetscape

improvements in the District should be employed during Plan implementation.

Figure 4.11: Proposed Street Sections



Orange Street between Eagle Street and Nesbitt Street

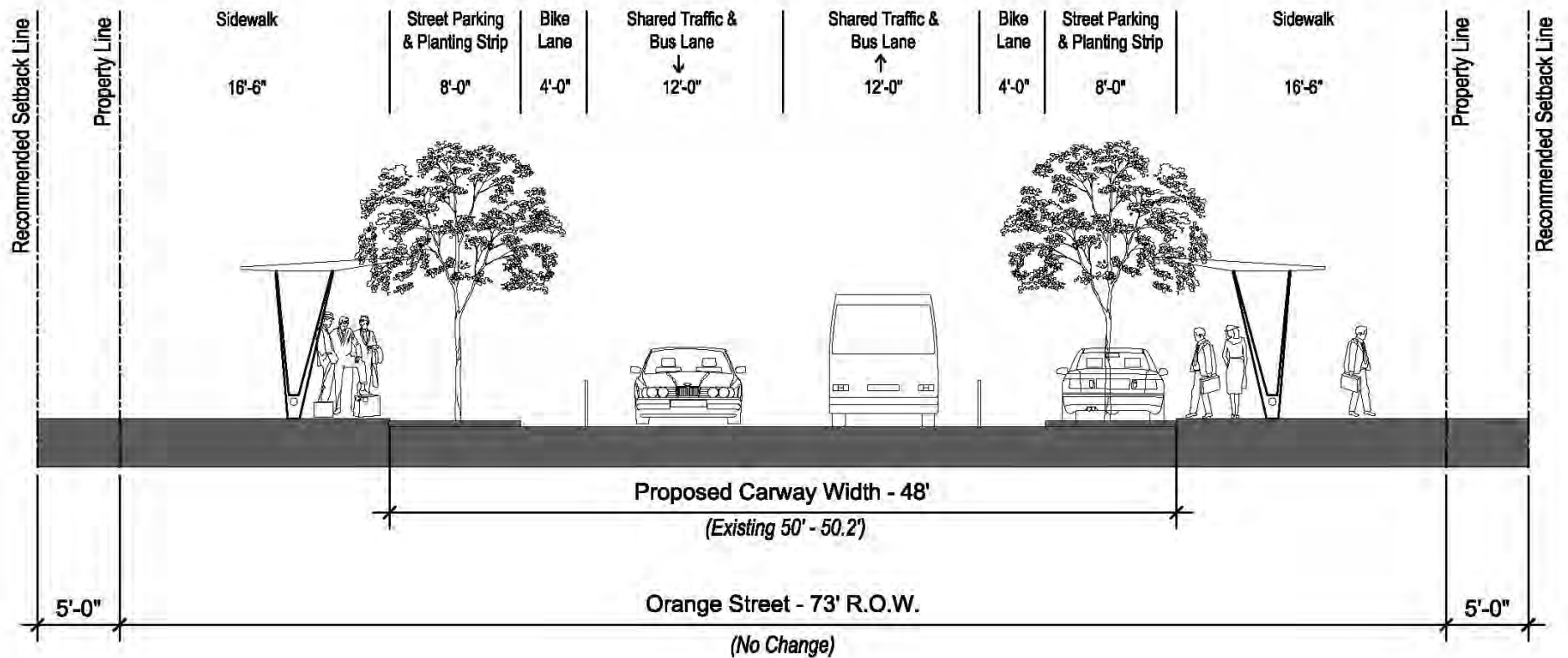
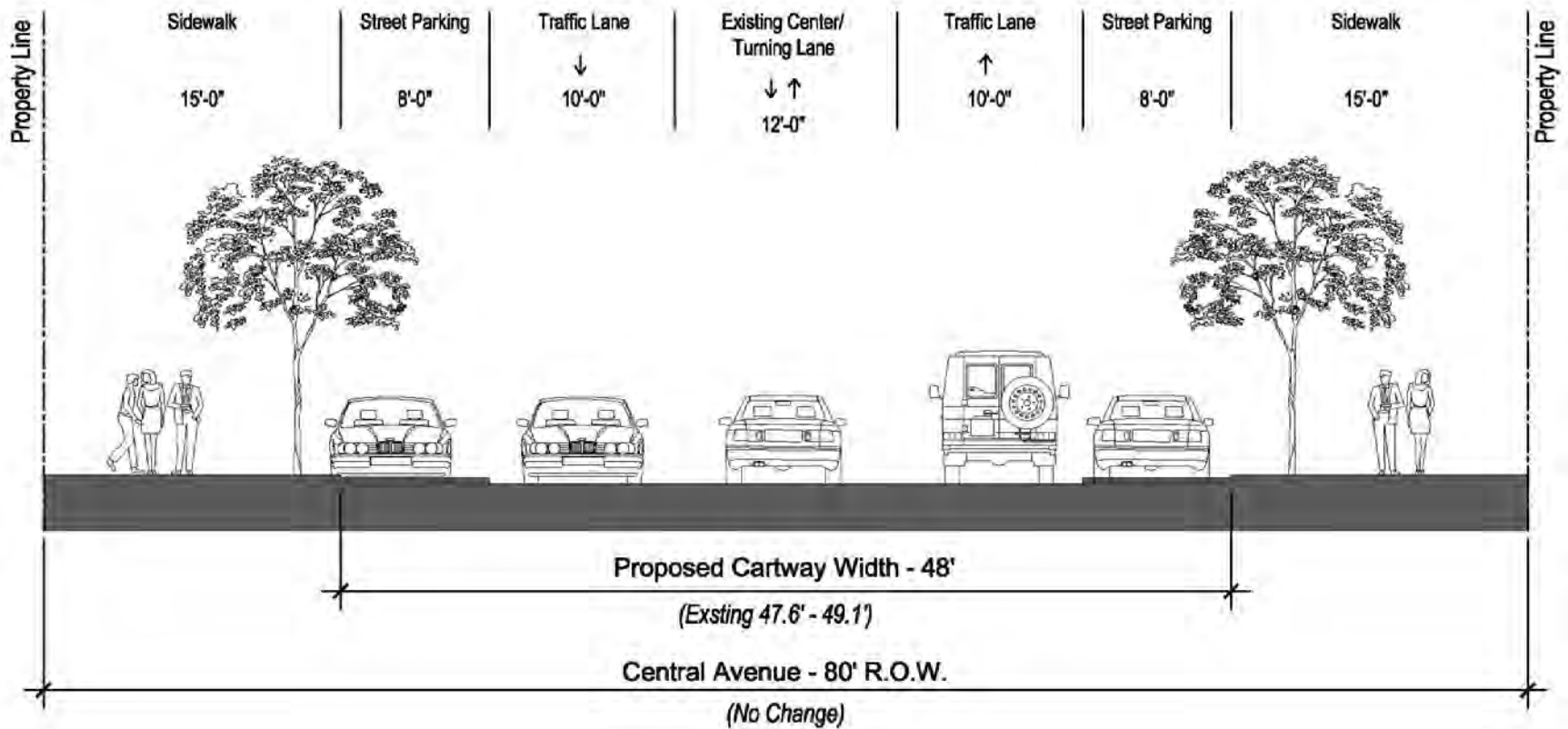


Figure 4.11: Proposed Street Sections (cont.)

Central Avenue between Summit Street and Norfolk Street



Central Avenue between Broad Street and University Avenue

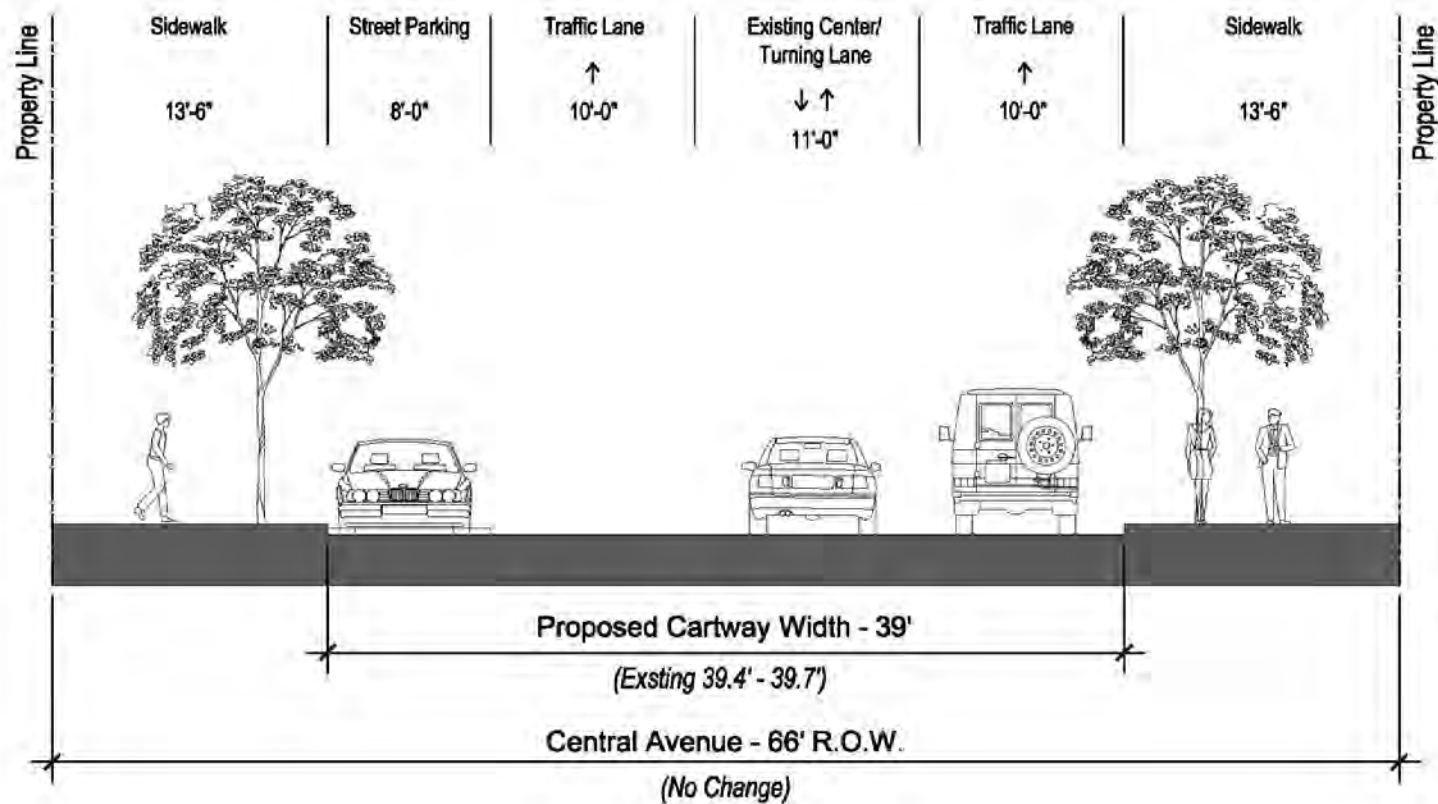
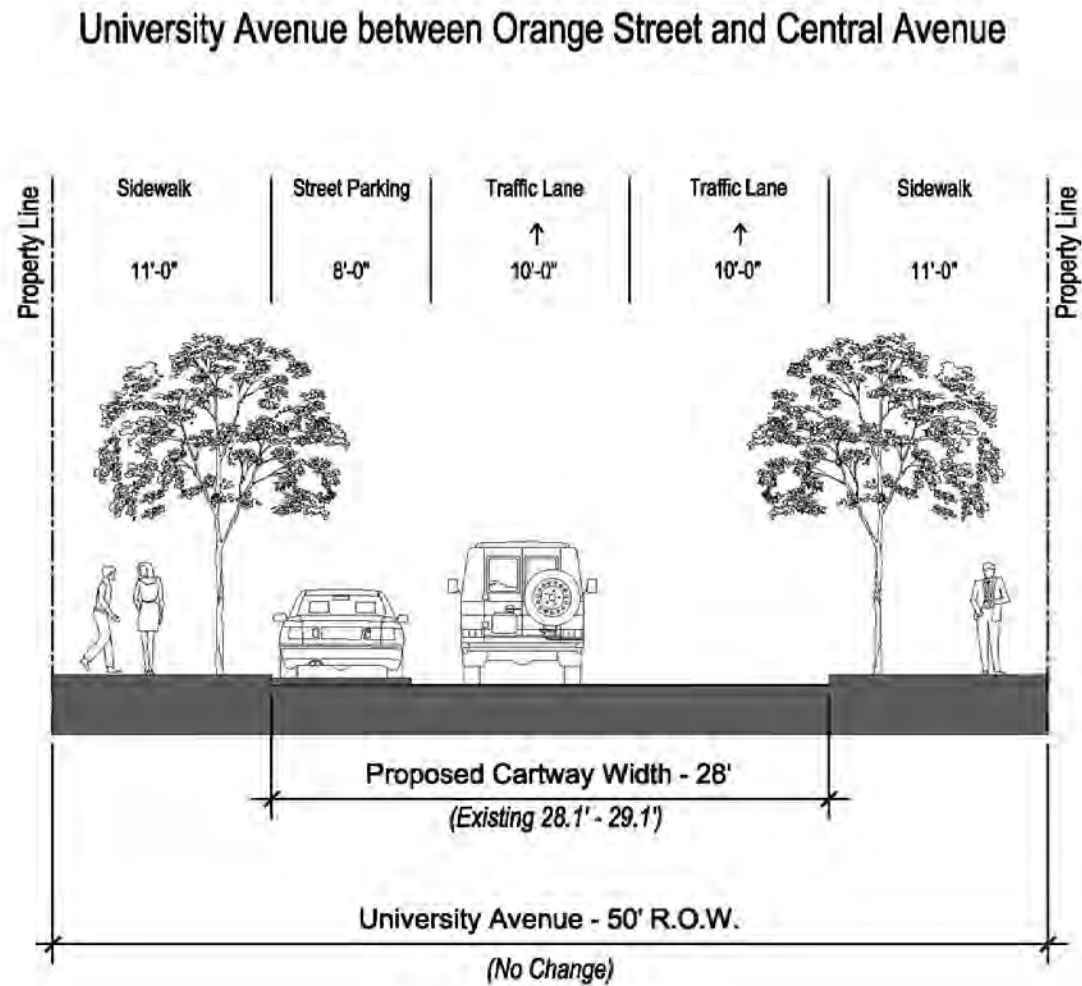


Figure 4.11: Proposed Street Sections (cont.)



MLK Boulevard between Orange Street and Central Avenue

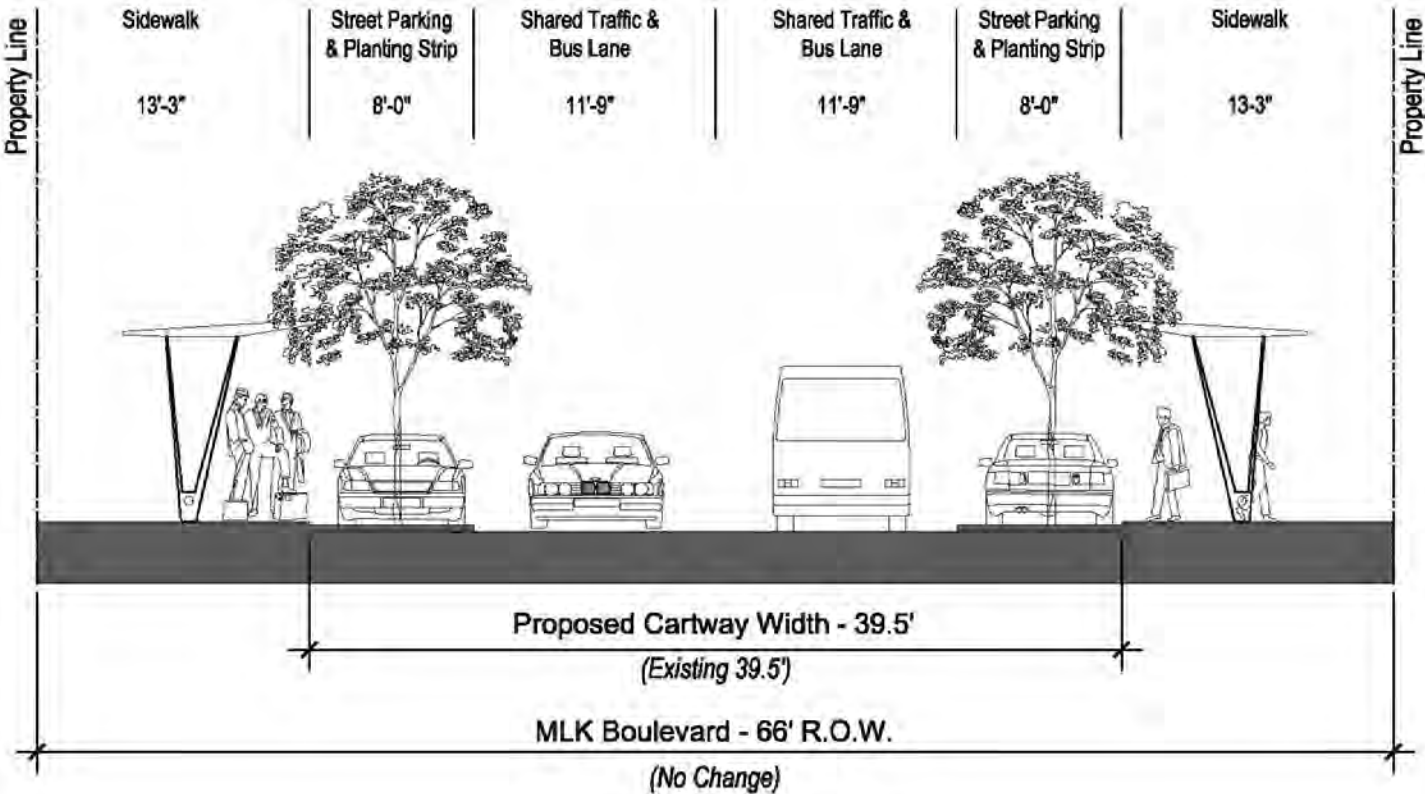
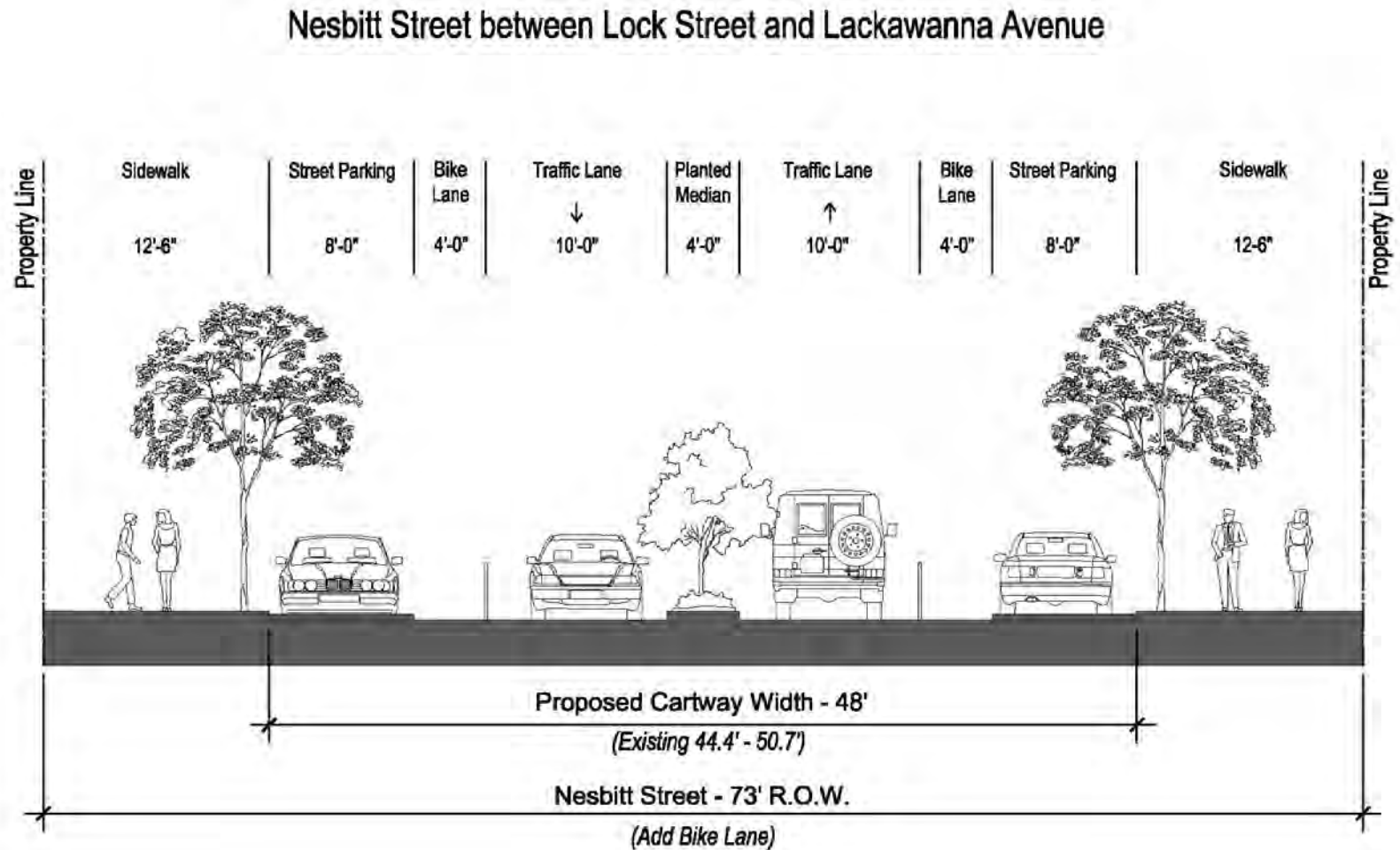


Figure 4.11: Proposed Street Sections (cont.)



Sussex Avenue between MLK Boulevard and Hoyt Street

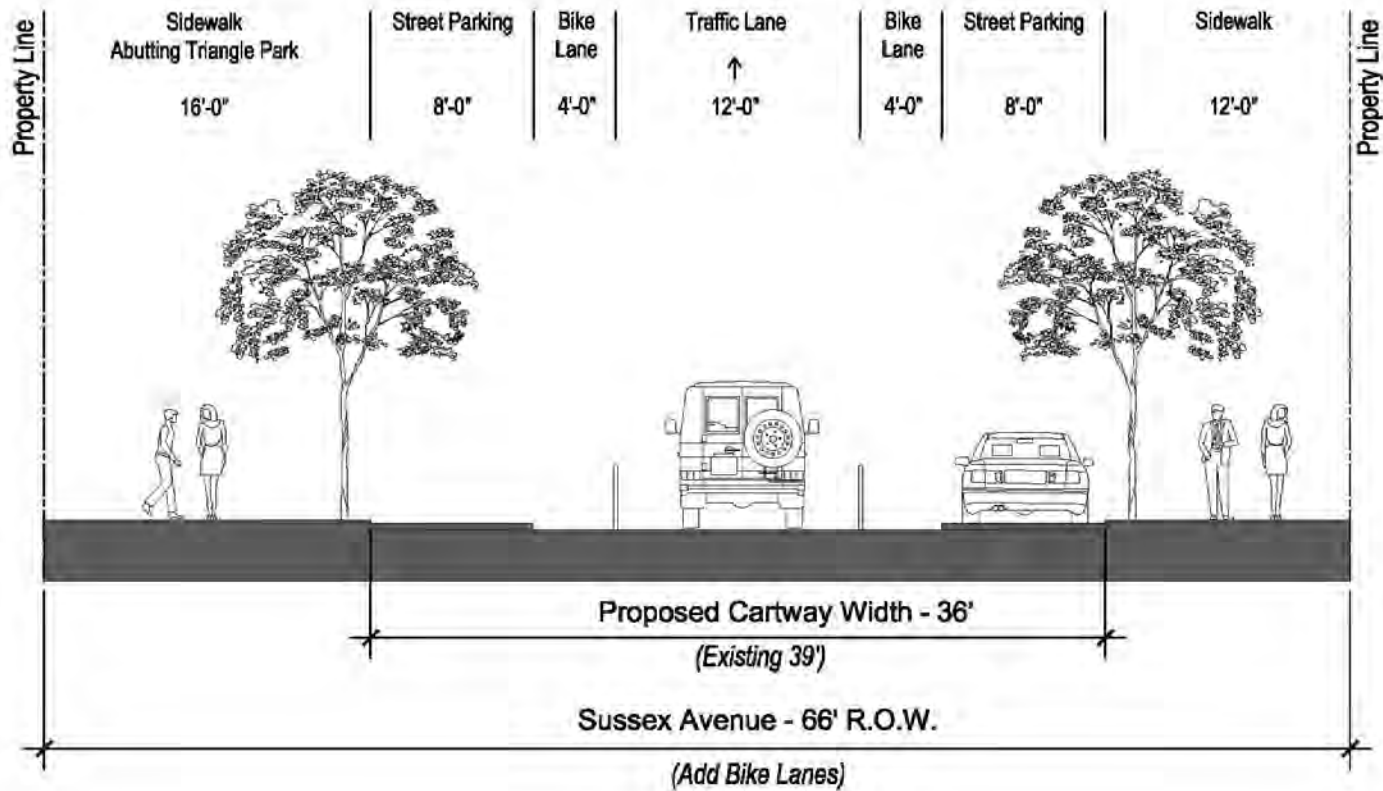
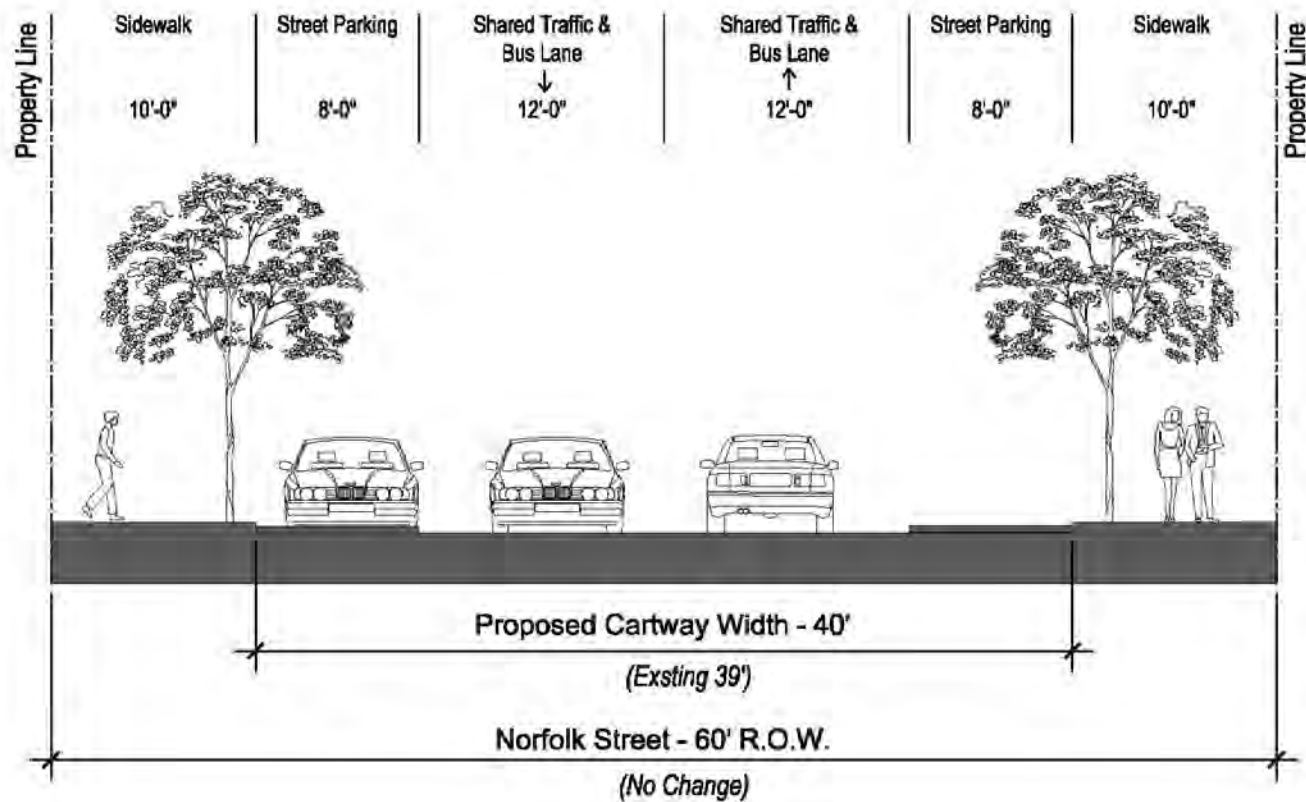


Figure 4.11: Proposed Street Sections (cont.)

Norfolk Street between Orange Street and Central Avenue



James Street between Washington Street and Nesbitt Street

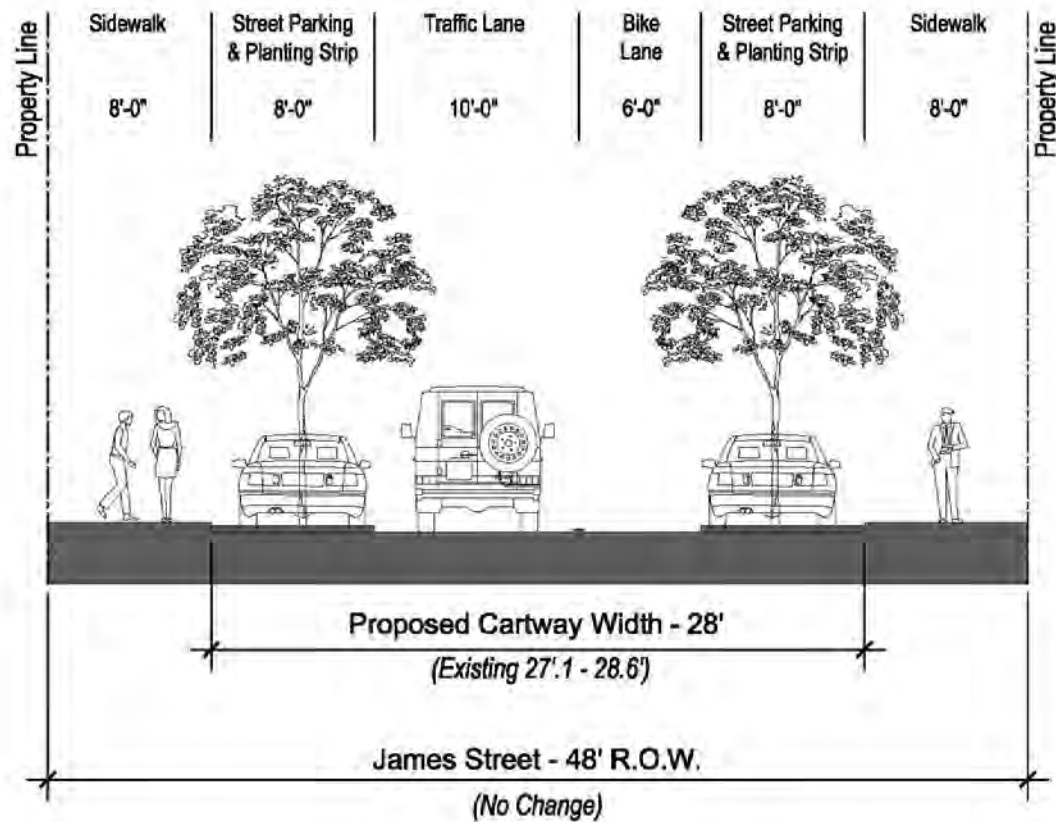
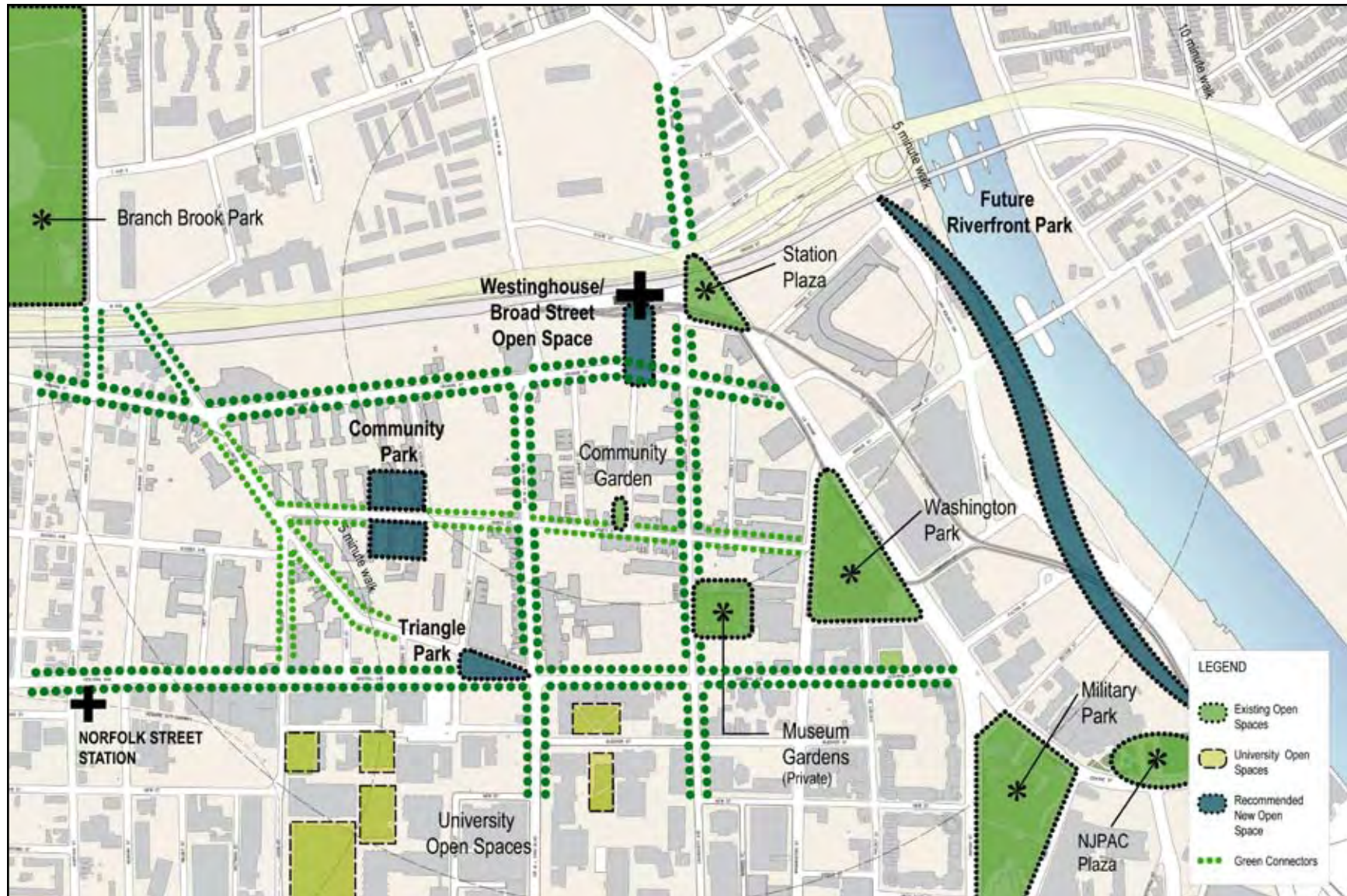


Figure 4.12: Open Space Plan



Open Space

Attractive and inviting public spaces are integral to the creation of livable mixed-use communities. Through proper siting and design, urban spaces can generate activity by providing an environment that is welcoming and engaging, drawing in visitors from the local community and outsiders alike. Successful public spaces encourage a lively pedestrian environment, greater civic involvement, and healthier and more active lifestyles. Washington Park, Sussex Triangle Park, Station Plaza and the Museum Gardens are the only public open spaces currently located within the Broad Street Station District, with Museum Gardens accessible only during Museum hours. Branch Brook Park is located to the northwest of the District, just beyond the redevelopment area's boundaries.

Enhancements to Existing Open Spaces

Station Plaza is currently a highly trafficked hardscape area,

and should be redesigned to further enhance the Broad Street Station's identity as the primary gateway into the District. In order to attract greater transit ridership, it is imperative that this space be welcoming, safe, and attractive. This will be accomplished by responsive design elements including provisions for an active edge of retail related uses located at the ground floor level of all adjacent buildings, ample seating and lighting, and seamless connections to the surrounding street network. Due to heavy foot traffic from station commuters, the plaza should remain a hardscape environment and redesign should include a central focal point, such as a fountain or sculpture that will provide identity and draw interest.

The historic Washington Park, which has recently been the focus of rehabilitation efforts, will not be altered as part of this plan, though the connections to the park from the Broad Street Station District will be enhanced through streetscape improvements

focused on improving access to the park. The park was first designated for public use in 1669, then used as a marketplace until designated as a park in 1795 around which the City of Newark grew. The Washington Park Stakeholders Group, a consortium of area stakeholders and property owners, are interested in the revitalization of this historic park in a manner that benefits residents, commuters, students and workers. The Plan recommends that a calendar of seasonal events and programs to take place in the park be created to better activate this public space and promote awareness of it. Additional seating along the perimeter of the park is also recommended.

A newly renovated Sussex Triangle Park is recommended to fortify the intersection of Central Avenue and MLK Boulevard and it would help soften the transition between the higher density development to the south along Central Avenue and the lower density Infill Housing to the north along James Street.

Creation of New Spaces

A new park should be created as part of the Baxter-Nesbit neighborhood which has strong visual and pedestrian connections to Washington Park and NJIT offers an opportunity to incorporate softly landscaped green spaces into the residential core area of the District. The park is to encompass a sufficient area of land to be conducive to both active and passive recreation. It would be the largest new space envisioned within this plan, it should act as a virtual town center for the lower-density housing surrounding the park.

The new park should be located strategically and be designed to achieve the following principles:

1. Park should serve as a center for the entire Broad Street Station District
2. Park should bridge neighborhoods and places in the district, strengthening and not impeding north-south and east-west pedestrian connections through the area
3. Park should be appropriately scaled to match the anticipated population density of the surrounding neighborhood and the rest of the District
4. Park should be surrounded by moderate density residential that could include a mix of residential building types and other active uses including community facilities with building entrances that front onto the park and various active ground floor uses

The Plan supports the creation of some open space between Orange Street and Broad Street Station to foster a stronger connection between the James Street Commons neighborhood and the train station. A view corridor of Broad Street Station from Orange Street would be preferred but the Plan recognizes the need for flexibility in design standards and does not dictate specifics of such a view corridor.

Connecting Open Spaces

The Broad Street Station District between the Passaic River to the east and the southern edge of Branch Brook Park to the west provides an excellent opportunity to connect Newark's iconic and historic Branch Brook Park to the riverfront in a way that links Washington Park, the Universities and their open spaces, and Military Park. This greenway connection will be accomplished by the proposed network of small parks, the new open space in the Baxter-Nesbitt neighborhood, public plazas, university open

spaces and tree-lined streets connecting the Passaic River in the east to Branch Brook Park in the west. The Plan calls for further study on park design that will guide the planning and creation of new open spaces as well as the improvements to existing ones and ensure that the Broad Street Station District enjoys a contiguous walkable and bikeable network of open spaces that contribute to a lively community.

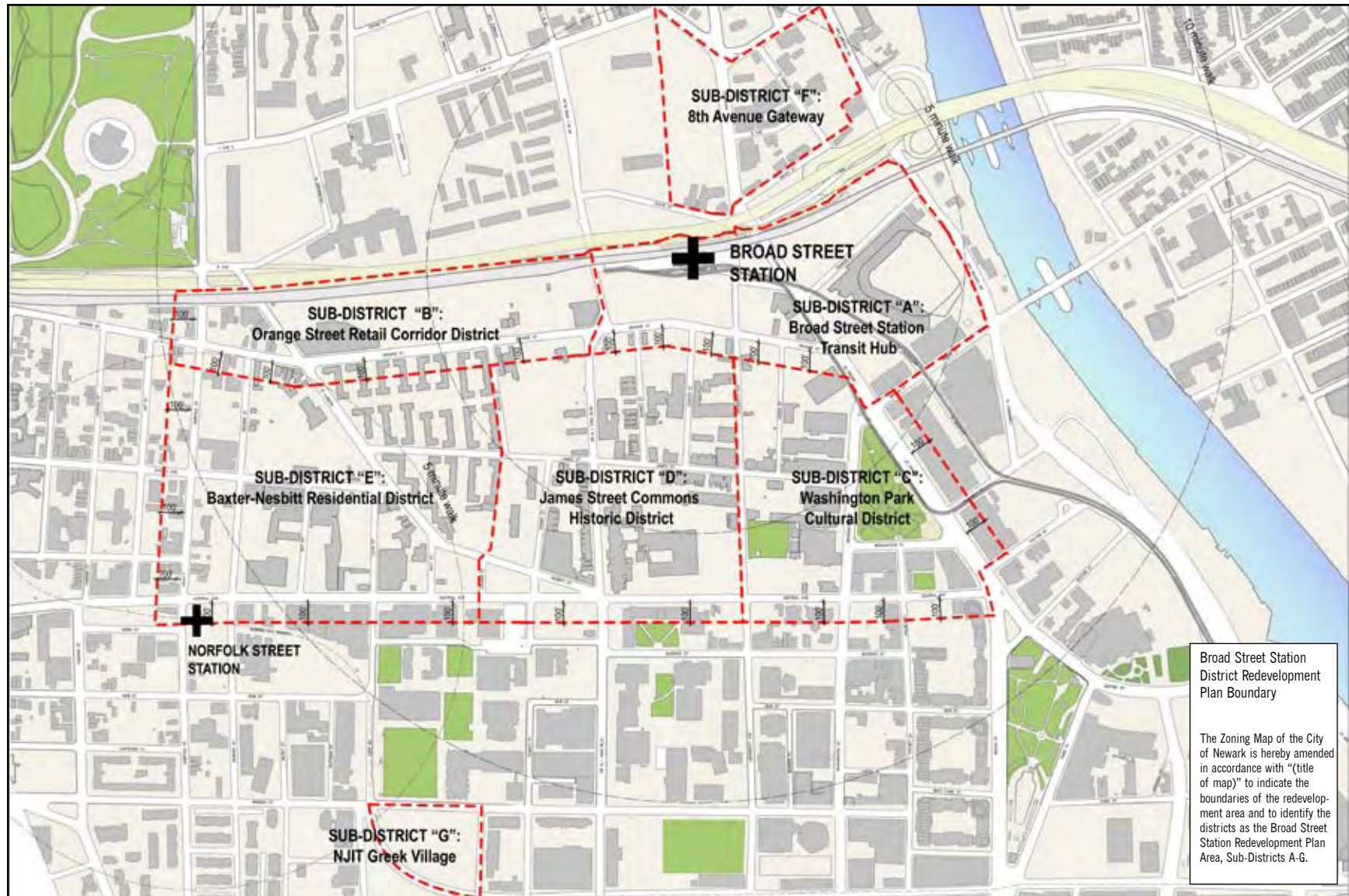
B. Regulations and Urban Design Standards

The Redevelopment Plan supersedes the existing zoning within the district boundary and creates six new special regulatory sub-districts which align with the neighborhoods delineated in the placemaking strategy. Regulations and design guidelines for each sub-district has been written to implement policy and design goals that give each neighborhood a unique sense of place, while remaining consistent with the vision and goals of the greater Broad Street Station District.

Regulations and Urban Design Guidelines and Standards include the following regulations:

1. New Neighborhood Sub-Districts
2. Loading Standards
3. Curb Cut Regulations
4. Neighborhood Sub-District Regulations and Design Standards
 - a. Permitted and Prohibited Uses
 - b. Parking Standards
 - c. Active Ground-Floor Use Standards
 - d. Bulk Standards
 - e. Height and Step-back Standards
5. Special Project Provisions
 - a. Sub-District G Regulations
 - b. Overlay provisions for NJIT Gateway Plan
 - c. Overlay provisions for the Newark Museum's 100th Anniversary Signature Project
 - d. Overlay provisions for the Newark Housing Authority's Redevelopment of Baxter Terrace

Figure 4.13: Neighborhood Sub-District Land Use and Regulation Map



Justification for Overriding Existing Zoning

The current zoning in the Broad Street Station District is not conducive to transit-oriented development that will revitalize the district in a way that makes it a 24/7, vibrant and walkable district for the following reasons:

- 1) The third and fourth residential zoning districts, which make up a large part of the District, do not allow most types of retail establishments; a use that will be a critical component in revitalizing the District
- 2) Much of the district is zoned industrial; some of which is zoned second industrial, which does not allow residential uses that should be encouraged proximate to a transit hub
- 3) All of the zoning districts in this area besides second industrial are cumulative and allow for lower-density uses than should be encouraged proximate to a transit hub
- 4) Some of the district is zoned first industrial, which has no bulk requirements
- 5) In virtually all of the districts besides first industrial there are bulk requirements which often do not make sense for high-density transit-oriented development, including front yard, side yard, and rear yard setbacks
- 6) All zoning districts in the area have high minimum parking requirements that are not conducive to walkable streets and high density, transit-oriented development
- 7) The third and fourth residential districts have height and density limits and bulk requirements for 1-3 family housing that may not be necessary in this transit-oriented district
- 8) The third business district allows drive-thru businesses

and some auto-oriented retail uses that are inconsistent with walkable transit-oriented development that will revitalize the District

As previously highlighted in Chapter 3, the underlying zoning in the District reflects a foregone era, and is no longer aligned with current land use patterns and future neighborhood potential. The need to rethink the zoning and allowable land uses contained in the Broad Street Station District is imperative to the creation of a viable, mixed-use, mixed-density, transit-oriented neighborhood. The Redevelopment Plan therefore redefines the allowable land uses within the District.

New Zoning Neighborhood Sub-districts

Sub-district A: Broad Street Station Transit Hub
Sub-district B: Orange Street Retail Corridor
Sub-district C: Washington Park Cultural District
Sub-district D: James Street Commons Historic District
Sub-district E: Nesbitt Street Residential District
Sub-district F: 8th Avenue Gateway District
Sub-District G: NJIT Greek Village

Parking Standards and Design Guidelines

Parking minimum and maximum standards have been set to reflect the transportation conditions around the Broad Street Station Area. The standards recognize Newark's existing transportation modal splits while recognizing that the District as well as the rest of Downtown Newark is likely to change its modal splits based on the trends seen in other downtowns, dense, mixed-use environments that have undergone revitalization and redevelopment and have frequent and multiple transit options in a walkable area. Parking standards are also based on Newark census data, as well as parking standards from comparable neighborhoods in various cities that had similar redevelopment initiatives at the time such standards were set.



Design Standards for Parking Garages

All parking garages or structures with over 450 vehicles shall at minimum have more than one exit/entry. Second entry/exit to garage should be on a different street than the other exit/entry if feasible. The permitted and prohibited uses and ground floor use standards sections that are Sub-District specific provide further restrictions on the design and placement of parking garages in the District. Ground floor standards for parking garages on retail streets: Refer to Sub-District standards for active ground floor uses.

In order to avoid open garages – for both aesthetics and safety – facades on all parking structures shall be partially enclosed or screened. Garages should remain naturally ventilated when appropriate in order to minimize energy consumption and make garages more sustainable.

The following design standards have been written to accomplish both.

50% of the facade elevation must be enclosed for every floor except on retail streets, the portion of ground floor containing active uses must meet ground floor use, height and transparency requirements (per Sub-District regulations). If the garage is not located on a retail street with active ground floor use standards, 50% of the area of the façade elevation above the ground floor (including any entry/exitways) shall be enclosed*.

*For all floors, parking garages are encouraged to use decorative exterior materials for enclosing and decorative screening of open areas.

Public art and/or creative design and color schemes to make garage façade elevations aesthetically attractive and provocative to the street is encouraged.

Stand-alone parking garages are encouraged to incorporate green roofs, sustainable materials, solar panels, and exterior vegetative landscaping features where appropriate.

New parking garages are prohibited on 8th Avenue, Grant Street and James Street.

New parking garage entrances/exits are prohibited on the following streets: James Street in any Sub-District, Halsey Street, Eagle Street and Burnet Street in Sub-District D, 8th Avenue, Grant Street, and Spring Street.

Parking garages shall not have more than 130 feet of exposed elevation frontage (including upper floors) onto any of the following residential streets: Eagle, Burnet, Summit, Newark, Hoyt and Spring Streets.

Loading Standards

Standards stipulated in Title 40 of the Revised Ordinances of the City of Newark shall apply. Additionally, cultural facilities, conference facilities, and educational facilities shall comply with the same loading standards applicable to offices and hotels. Dining facilities shall comply with the same loading standards applicable to retail facilities.

Curb Cuts

Curb cuts will be prohibited on James Street east of Summit Street and on Broad Street (except in Sub-District F).

Placement of Loading and Refuse Areas

Loading and refuse areas shall be located as to not impact adjacent residential neighborhoods and, whenever possible, should be located to the rear of buildings and in such a location so as to minimize disruption to traffic on major streets.

Landscaping Standards

Plantings

Landscaping standards are intended to be a small step towards furthering sustainability goals of the District. The City of Newark Department of Engineering approved street trees shall be planted in 4' square sidewalk tree wells in front of each development project. Trees shall be planted 35' or less on center subject to approval of Engineering Department. On streets where new sidewalks and pavers have been installed within five years, existing trees and existing tree wells shall be maintained, and the developer shall be responsible for repair or replacement. In the event that sidewalks, curbs, utilities, or other infrastructure are damaged or altered in any way during a development project, the developer shall be responsible for complete repair or replacement of all affected infrastructure.

Street Furniture

Permitted street furniture includes benches, trash containers, planters, bollards, newspapers stands and other Engineering Department permitted obstructions. A minimum clear sidewalk width of five feet (5') shall be maintained at all times. Surface Parking Area Landscaping Requirements for All Surface Parking Lots. Fencing and parking lot perimeter treatments must adhere to the following standards:

- A. Fencing is required, and it shall be a minimum of 4' tall and a maximum of 6' tall, constructed of painted or anodized tubular metal or wrought iron at property lines (unless there is an existing wall of a building at that property line). Chain link or wooden fencing is strictly prohibited.
- B. There are two alternative landscape buffer and greening requirements for new and existing surface parking lots in the downtown. Either regulation (1) or regulation (2) shall apply:
 1. A 3' wide landscape buffer is required around all street-facing perimeters of surface parking lots, and it shall be inside the borders of the fenced or walled property line. The buffer shall include a planting strip with mulch or another non-impervious ground cover recommend by City Planning Staff for approval by Central Planning Board. Shrubs shall be planted along the entire length of the fence line along all street-facing perimeters, planted 3-5 feet on center. Surface parking lots that have less than a 66 foot average dimension along the lot perimeters are exempt from this buffer requirement. (See following diagram for an illustrative example).
 2. Trees must be planted and distributed throughout the parking lot. Trees will be a minimum of three inch (3") caliper measured at 3 feet (3') above grade in tree wells with a minimum width/diameter of 4 feet (4')

in each direction, and trees shall be provided at the rate of one (1) tree per four (4) parking spaces or one (1) tree per every one thousand (1,000) square feet of lot size – whichever is greater. The required landscaping shall be permanently maintained. Surface parking lots that have less than a 66 foot average dimension along the lot perimeters are exempt from this planting requirement.

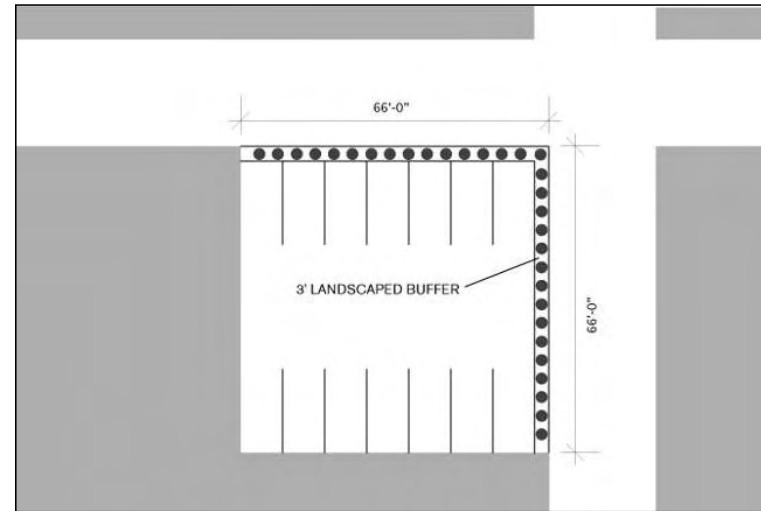


Figure 4.14: Illustrative Example of 3' Landscape Buffer on a lot with at least a 66 foot average dimension (option (1) of landscaping requirement B.)

Open Space Regulations

Station Plaza

The parcel bounded by University, Broad, and Lackawanna immediately proximate to the train station should remain an open, undeveloped space and become a more public and accessible open space. As a heavily trafficked pedestrian space, and

potential gathering space, the Plaza shall be mainly hardscaped but should include some vegetative landscaping that provides some shade and helps to break up the plaza. The plaza shall include places to sit as well as creative art installations that celebrate the historic, cultural, and transit asset of the Broad Street Station District. Parking is prohibited on the Station Plaza. Retail stands and other temporary fixtures related to retail, art or entertainment are allowed on the Plaza. Public art installations are encouraged.

Westinghouse/Broad Street Station Open Space

In order to help restore a strong connection between Broad Street Station and the James Street Commons Neighborhood and the rest of the District, while helping to break up superblocks in the neighborhood, a publicly and visually accessible space is recommended between Broad Street Station and Orange Street that aligns with Eagle Street. If this space is to be provided it should be no less than thirty (30) feet wide. The details of this easement shall be negotiated with the property owner and not to be legislated in this Plan, however, to facilitate this provision a minimum of 15% of Tax Block 47 shall be reserved for open space and cannot be developed. This translates to an 85% maximum lot coverage. This provision does not affect the sites permissible floor-to-area ratios, which is an unlimited maximum and a minimum of five (5). The 15% open space amount may be distributed anywhere on the site, but it is encouraged that it facilitate a direct pedestrian connection between Orange Street and Broad Street Station, preferably making a connection with Eagle Street or Burnet Street.

Community Park

The creation of a central community park space within the District aims to address the documented lack of open space expressed by local area stakeholders. This recommendation encourages that a reasonable amount of open space be a component of the redevelopment of Baxter Terrace. The following open space regulations will apply to the Plan area:

1. A minimum of one half acre should be redeveloped as a community park.
2. At least a majority of this park shall be in Sub-District E: Nesbitt Street/Baxter Residential District.
3. The park shall provide for a substantial, centralized space for both passive and active recreation; it's size and scale should not interrupt the pedestrian walkability or close existing streets.
4. Of this park area, a minimum of 70% of the surface area must be landscaped with vegetation.
5. The park must be open and accessible to all.
6. The park's shortest dimension shall be no more than 400 feet across.

Ground Floor Prohibited Use Standards

Some developments in the downtown have not enriched the public realm by building blank walls, surface parking and other inactive street uses on retail streets. The Plan seeks to strengthen the District's role as a walkable mixed-use, retail-friendly neighborhood and activate key retail corridors. These corridors have been identified in the Active Ground Floor and Retail Strategy section. Primary and secondary retail streets, where ground-floor retail uses are a priority, are Orange and Broad Streets, Central and University Avenues, and most street

frontages in Sub-District A proximate to the Broad Street Station. Neighborhood retail streets, where a variety of ground floor uses are allowable including residential, include MLK Boulevard, Nesbitt and Norfolk Streets, and a portion of Sussex Avenue. Special retail streets around Washington Park, where retail conversions of existing buildings are a priority, are Washington Place, and Washington, Broad and Halsey Streets. The following use standards encourage continuous, active streetwalls that create vibrant storefronts with day and evening uses that promote pedestrian activity on the street. A minimum ground floor height of 16 feet shall apply to streets with special ground floor use standards in most cases. Minimum ground floor height standards shall only apply to new construction. Ground floor active uses will be defined as “active ground level uses” and include any use that is not listed as a prohibited ground floor use on that particular street. Active uses in all cases however must have a front door to the street and must have interior spaces accessible from that front door.¹

For active ground floor uses standards that apply to parking garages, pedestrian and second vehicular entry ways and exits to and from the garage are considered part of the total street frontage and cannot be counted toward the 65% requirement. For properties in more than one Sub-District, the regulations of the applicable sub-district shall apply to that portion of the property in all cases. Existing building renovations are not exempt from active ground floor use requirements except where specified (refer to Sub-District regulations). However, building conversions of existing contributing historic buildings are subject to review and

¹ Except where overlay regulatory and urban design provisions exempts this, which is the case for the Newark Museum, as defined in the Special Projects Provision section of this Plan, sub-section 4. Newark Museum need not have ground-level active uses with front doors on Central Avenue or University Avenue.

approval of the Newark Landmarks and Historic Commission.

Bulk Requirements

Yard Regulations

The Plan eliminates bulk requirements currently in zoning and instead encourages new development that is consistent with and can enhance the dense urban building conditions historically predominant and appropriate to downtown. Front, side and rear yard requirements are measured from the corresponding property lines of a lot. Front yards on Orange Street are to be setback to create widened sidewalk conditions, enhancing the pedestrian experience along those corridors and allowing for sidewalk cafes if desired. Rear yards of twenty feet are required for all residential buildings with four units or less except when a residential use is part of a mixed-use building. For properties in more than one Sub-District, the regulations of the applicable sub-district shall apply to that portion of the property in all cases.

Height and Step-back Regulations

The Plan sets height and step-back standards for all Sub-Districts according to a density strategy outlined in Section B. All mechanical equipment, stairways, and elevator penthouses to be provided on the roof of a building or structure are to be set back from all exterior walls a distance at least equal to its height above the parapet/cornice line of the building. For buildings less than 60 feet tall, the setback shall apply to only street-facing exterior walls. For properties in more than one Sub-District, the regulations of the applicable sub-district shall apply to that portion of the property in all cases.

Step-back standards for James Street Commons Historic District (Portions of Sub-Districts A, B, C, and D):

- For all contributing historic buildings in historic districts, a 10 foot step-back from the roof or cornice line of the existing building is required for any addition that adds height to that building.
- If new construction is to be built between two contributing historic buildings that share the same cornice/roof line height, that building must step-back at or below that height.

If new construction is to be built between two contributing historic buildings with different heights, that building must step-back at or below the higher of the two cornice/roof lines of those two buildings.

If a property is split between two or more areas with differing applicable height standards, the applicable street- or area-specific height standards shall apply to that portion of the property in all cases.

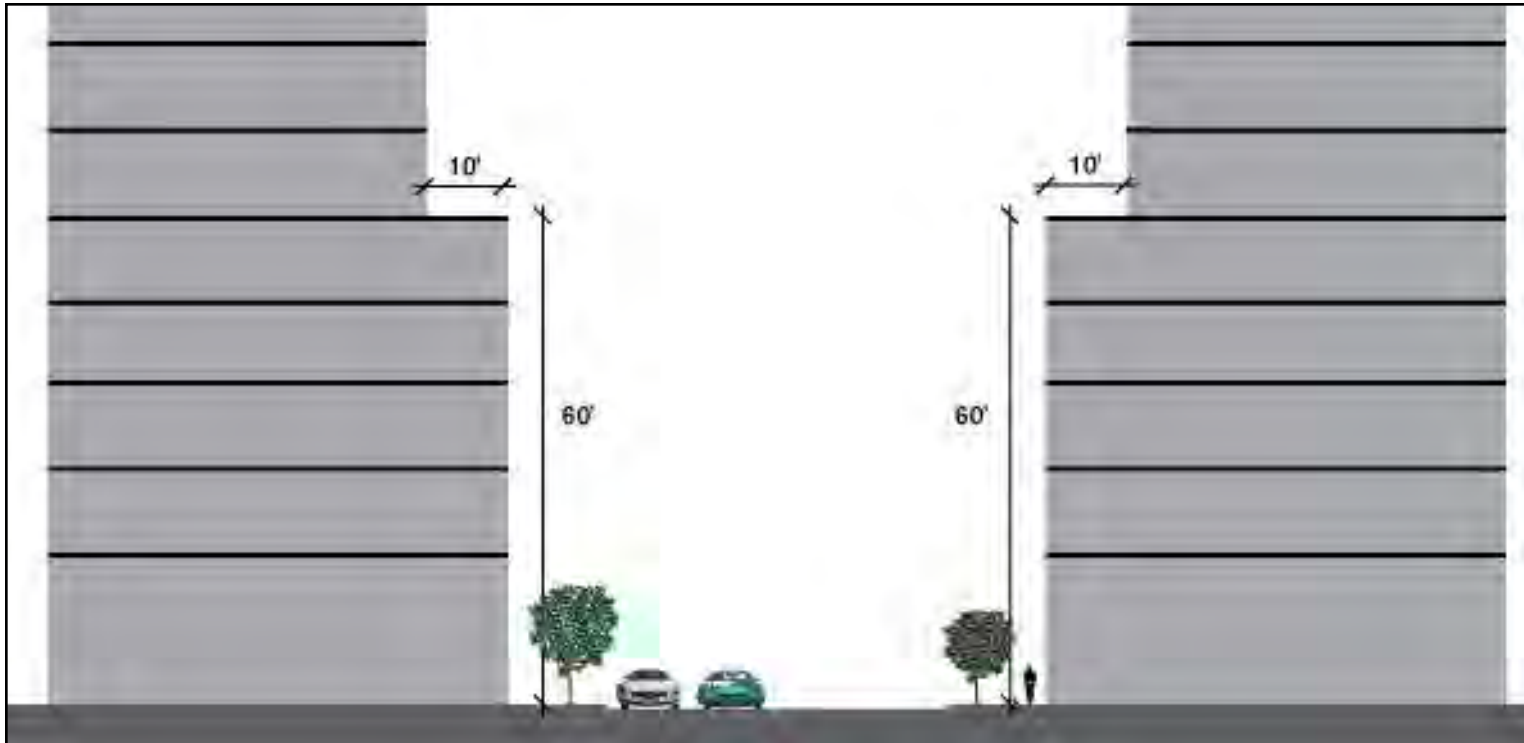


Figure 4.15: Illustrative example of 10' step-back

Infill Housing And Townhouse Design Standards And Guidelines

The Plan sets design standards and guidelines for infill lots and townhouses for the historic neighborhood of James Street Commons (Sub-District D) as well as the Baxter-Nesbitt Neighborhood (Sub-District E), where most residential low to moderate density infill sites are concentrated. This section enumerates standards for parking and parking placement, driveway width and curb-cuts, impervious coverage and special yard requirements. These standards only apply to 1-4 family homes (attached, semi-attached or detached) and do not apply to multifamily buildings, residential mixed-use buildings of any size, and non-residential buildings. Additionally, there are guidelines for sustainable design including the greening of yards and the promotion of energy efficient materials. For properties in more than one sub-district, the regulations of the applicable sub-district shall apply to that portion of the property.

Sustainability Guidelines

LEED buildings are encouraged throughout the district, and if LEED certification is not feasible buildings should incorporate some combination of energy efficient materials, green roofs, solar powered water heating, or solar panels.

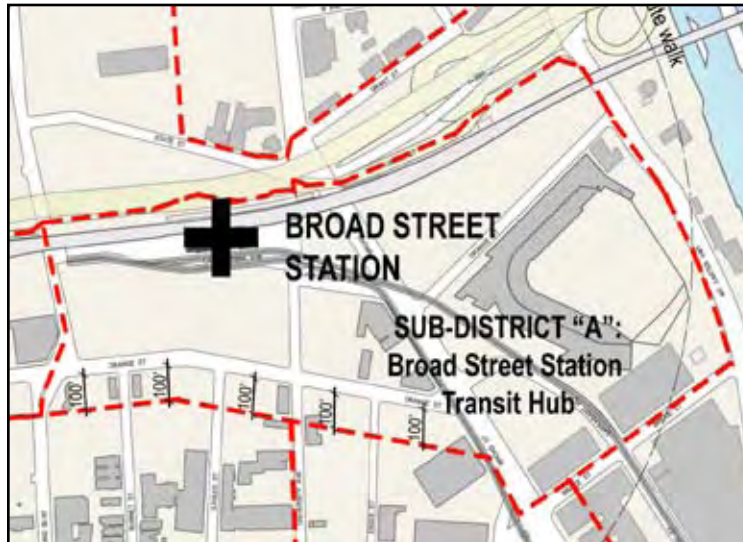
Special Area Provisions

The special area provisions section of the Regulatory and Urban Design Framework Chapter provides overlay regulatory and urban design provisions and standards to the regulatory and urban design standards in the Neighborhood Sub-Districts. For properties in more than one sub-district, the regulations of the applicable sub-district shall apply to that portion of the property.



Above: Illustrative example of step-back requirement for contributing historic buildings

Sub-District A: Broad Street Station Transit Hub



Sub-District Boundaries

All properties between Dr. Martin Luther King, Jr. Blvd and McCarter Highway and south of Interstate 280 and north of Orange Street (west of broad) and north of Bridge Street (east of Broad Street). The first 100 feet of all properties with

any street frontage on the south side of Orange Street east of Martin Luther King Blvd and west of Broad Street. The below regulations of regulatory and urban design standards apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or fronts two or more streets.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below:

1. Retail sales of goods
2. Beauty salons, barber shops, and nail salons
3. Restaurants
4. Museums including accessory uses not prohibited in this Plan
5. Theaters including accessory uses not prohibited in this Plan
6. Art Galleries including accessory uses not prohibited in this Plan
7. Bars with sound proofing insulation installed to ensure compliance with local and state noise regulations
8. Night clubs and dance halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dancing areas.
9. Building lobbies, including but not limited to lobbies for office,

- residential, or hotels
- 10. Retail Banking Institutions (without Drive-thru facilities)
- 11. Parking garages (active ground floor use requirements everywhere except Division and Bridge Streets)
- 12. Offices
- 13. Conference facilities
- 14. Residential buildings
- 15. Artist studios
- 16. Live-work spaces that only include permitted uses in this plan
- 17. Colleges, universities, and educational facilities
- 18. Fitness and health clubs
- 19. Banquet halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dancing areas.
- 20. Recording studios with sound proofing insulation installed to ensure compliance with local and state noise regulations.
- 21. Liquor stores
- 22. Group housing related to educational uses and affiliated with a college or university

Prohibited Uses

The current zoning allows for various uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

- 1. Drive thru establishments
- 2. Surface parking lots as a principle use
- 3. Surface parking as an ancillary use that fronts onto any street in the Sub-District
- 4. Sexually oriented businesses
- 5. Outdoor auto sales
- 6. Gas stations
- 7. Auto repair
- 8. Billboards (in accordance with Newark Zoning Ordinance)

- 9. Bars, night clubs, dance halls, banquet halls and recording studios without noise mitigation measures to ensure compliance with state and local standards.
- 10. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses, except those directly affiliated with a college or a university but not affiliated with a fraternal/fraternity or sorority organization.
- 11. Drug or alcohol treatment facilities
- 12. Pawn Shops and Ammunition Retailers
- 13. Tattoo and body piercing establishments
- 14. New construction of single-family detached houses
- 15. New construction of detached one-, two-, three-, or four family detached dwellings.
- 16. Elevated walkways or skyways between buildings.
- 17. Parking garages with over 1000 vehicles
- 18. Parking garages over 10 levels, including the ground floor (regardless if the ground floor is used for parking or not)
- 19. Parking garages with more than 600 vehicles on Burnet Street and Eagle Street.

Sub-District A: Broad Street Station Transit Hub

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Residential – 1 to 4 family	On-site parking is prohibited, no on-site parking is allowed for 1 to 4 family units unless part of a larger townhouse development.	
Residential – Multiple Lot Subdivision for Townhomes on lots greater than 50' wide.	None	1.0 space per unit. Parking is to be at rear in all cases. Only one curb cut is permitted for 5 or less townhomes.
Residential – Multifamily in excess of 4 family	None	1.0 space per unit
Office	1.0 per 1,000 sf	3.0 spaces per 1,000 sf
Retail*	2.0 per 1,000 sf; the first 5,000 sf are exempt	None
Entertainment/Cultural Venues and Services	No parking required	None
Hotel	1 space per 4 hotel rooms	1 space per hotel room
Hospital	1 space per 1000 square feet	None
Educational	1 space per classroom	3 spaces per 1000 square feet

*Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services.

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	No parking required	1.0 space per residential unit, except for 1-4 family units 3.0 spaces per 1,000 sf of office or educational uses 1.0 space per hotel room
Additions to Existing Buildings For any addition to existing buildings	None	1.0 space per residential unit, except for 1-4 family units 3.0 spaces per 1,000 sf of office or educational uses 1.0 space per hotel room

Density Standards and Floor-to-Area Ratio Standards

<i>Applicable Areas</i>	<i>Minimum Floor to Area Ratio (FAR)</i>	<i>Maximum FAR</i>
All new construction on lots over 10,000 sf	A minimum FAR of 5 is required	None

Sub-Division Standards

<i>Applicable Areas</i>	<i>Minimum Lot Size for Subdivision</i>	<i>Minimum Developable Lot Size (existing lot)</i>
All new construction	10,000 sf	None

Ground Floor Prohibited Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height Requirement</i>	<i>Transparency Requirement</i>
All lots fronting on the following streets: • Orange Street	<ol style="list-style-type: none"> All uses prohibited in the Sub-District Retail Banking ATM and customer service lobbies that have a street frontage of more than 30 feet. Parking garages without a minimum 75% ground level active uses or retail along the applicable linear street frontage for a minimum depth of 50 ft along that same street frontage. Hotel rooms Offices except for building lobbies Conference centers except for the entrance lobbies Artist working studios except for the entrance lobbies Live-work spaces except for the entrance lobbies Banquet halls except for the entrance lobbies Recording studios except for the entrance lobbies Classrooms Residential units, except for entrance lobbies 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.	A minimum transparency requirement of 75% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.

Sub-District A: Broad Street Station Transit Hub

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height Requirement</i>	<i>Transparency Requirement</i>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • Broad Street • University Avenue 	<ol style="list-style-type: none"> 1. All uses prohibited in the Sub-District 2. Retail Banking ATM and customer service lobbies that have a street frontage of more than 30 feet. 3. Parking garages without 75% ground level active uses along the linear street frontage for a minimum depth of 50 ft along that same street frontage. 4. Hotel rooms 5. Offices except for building lobbies 6. Conference centers except for entrance lobby 7. Artist working studios except for the entrance lobbies 8. Live-work spaces except for the entrance lobbies 9. Banquet halls except for the entrance lobbies 10. Recording studios except for the entrance lobbies 11. Residential units, except for entrance lobbies 	<p>A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 75% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.</p>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • Essex Street • Lackawanna Ave • Atlantic Street 	<ol style="list-style-type: none"> 1. All uses prohibited in the Sub-District 2. Parking garages without ground level active uses along a minimum 65% of the total linear street frontage. 3. Retail Banking ATM and customer service lobbies that have a street frontage of more than 30 feet. 4. Hotel rooms 5. Offices except for building lobbies 6. Residential units, except for entrance lobbies 7. Live-work spaces except for the entrance lobbies 	<p>A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 75% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.</p>

Bulk Standards

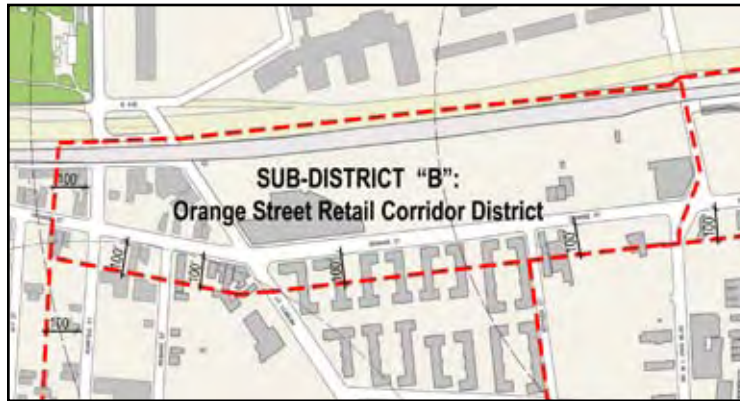
Yard Regulations:

<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For All Lots in the Sub-District	Zero is the minimum and maximum yard required.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors. In cases where a side yard setback is provided regardless of whether such setback is required, the front façade wall shall be the full width of the lot for at least the first 35 feet of building height.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>	<i>Additional Provisions</i>
For All Lots; unless otherwise specified below:	Unlimited Height	60 ft	None	None
All Lots Fronting on Broad Street	Unlimited Height	60 ft at front yard setback line	None	None
All Lots Fronting on Division Street or Lackawanna Ave, including those fronting on Broad Street and on the north side of Orange Street	Unlimited Height	80 ft	For new construction, minimum 10 foot step-back at the floor plate of the building floor nearest to 80 feet above grade. There shall be a minimum 20 foot setback at the floor plate of the building floor nearest to and below 60 feet above grade.	Step-back standard only applies to properties that abut the Erie Lackawanna Railroad

Sub-District B: Orange Street Retail Corridor



Sub-District Boundaries

All properties fronting on the north side of Orange Street and south of Interstate 280 that are west of Martin Luther King Blvd and east of Norfolk Street and Clifton Avenue. The first 100 feet of all properties with any street frontage on the south side of Orange Street west of Martin Luther King Blvd and east of Norfolk Street and Clifton Avenue. The first 100 feet of all properties with any street frontage on Orange Street west of Norfolk Street, except only for the first 100 feet of properties

fronting on the south side of Orange Street. The first 100 feet of all properties fronting on the west side of Clifton Avenue south of Interstate 280. The below regulations of regulatory and urban design standards apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or fronts two or more streets.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below. Buildings and properties with a mix of uses are permitted and encouraged.

1. Retail sales of goods
2. Beauty salons, barber shops, and nail salons
3. Restaurants
4. Museums including accessory uses not prohibited in this Plan
5. Theaters including accessory uses not prohibited in this Plan
6. Art Galleries including accessory uses not prohibited in this Plan
7. Bars with noise are permitted only on Orange Street; bars are prohibited on all other street frontages in the District
8. Night clubs and dance halls with sound proofing insulation installed to ensure compliance with local and state noise

- regulations. Such uses can have customer dancing areas.
- 9. Building lobbies
- 10. Hotels and hotel lobbies
- 11. Retail Banking Institutions (without Drive-thru facilities)
- 12. Check cashing establishments except on Orange Street, MLK Blvd. or Nesbitt Street
- 13. Parking garages (active ground floor use requirements on certain streets)
- 14. Offices
- 15. Conference facilities
- 16. Residential
- 17. Artist studios
- 18. Live-work spaces that only include permitted uses in this plan
- 19. Colleges, universities, and educational facilities
- 20. Fitness and health clubs
- 21. Banquet halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dancing areas. Permitted only in certain areas
- 22. Recording studios with sound proofing insulation installed to ensure compliance with local and state noise regulations
- 23. Liquor stores, only on Orange Street

- 7. Billboards (in accordance with Newark Zoning Ordinance)¹
- 8. Check cashing establishments on Orange Street, Dr. Martin Luther King, Jr. Blvd. or Nesbitt Street.
- 9. Bars, night clubs, and dance halls without noise mitigation measures to ensure compliance with state and local standards.
- 10. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses, except those directly affiliated with a college or a university but not affiliated with a fraternal/fraternity or sorority organization.
- 11. Drug or alcohol treatment facilities
- 12. Pawn Shops and Ammunition Retailers
- 13. Tattoo and body piercing establishments
- 14. New construction of single-family detached houses.
- 15. Elevated walkways or skyways between buildings.
- 16. Group housing related to educational uses and affiliated with a college or university within Newark
- 17. New construction of detached or semi-attached two, three, or four family dwellings
- 18. Liquor stores, except on Orange Street

Prohibited Uses

The current zoning allows for various uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

- 1. Surface parking lots as a principle use
- 2. Surface parking as an ancillary use that fronts onto Orange Street, Dr. Martin Luther King, Jr. Blvd, Nesbitt St. or Norfolk Street
- 3. Sexually oriented businesses
- 4. Outdoor auto sales
- 5. Gas stations
- 6. Auto repair

¹ Does not include large-scale advertisements for retail uses on-site, refer to the Newark Zoning Ordinance for details.

Sub-District B: Orange Street Retail Corridor

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Residential – 1 to 4 family units on lots less than 40 feet wide	No parking is permitted on lots fronting on Orange Street of MLK Blvd. None along all other street frontages	No parking is permitted on lots fronting on Orange Street of MLK Blvd. 1.5 spaces per unit
Residential – Townhomes on lots greater than 40' wide.	None	1.5 spaces per unit. Parking is to be at rear in all cases.
Residential – Multifamily units in excess of 4 family	None	1.5 spaces per unit
Office	1.0 per 1,000 sf	None
Retail*	2.0 per 1,000 sf; the first 5,000 sf are exempt	None
Entertainment/Cultural Venues and Services	No parking required	None
Hotel	1 space per 4 hotel rooms	1 space per hotel room
Hospital	1 space per 1000 square feet	None
Educational	1 space per classroom	3 spaces per 1000 square feet

* Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services.

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	No parking required	1.5 space per residential unit 3 per 1,000 sf of educational uses
Additions to Existing Buildings For any addition to existing buildings	None	1.0 spaces per residential unit 3 per 1,000 sf of educational uses

Sub-Division Standards

<i>Applicable Areas</i>	<i>Minimum Lot Size for Subdivision</i>	<i>Minimum Developable Lot Size (existing lot)</i>
All new construction	10,000 s.f	None

Ground Floor Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height Requirement</i>	<i>Transparency Requirement</i>
All lots fronting on the following streets: • Orange Street except west of Nesbitt Street	<ol style="list-style-type: none"> 1. All uses prohibited in the Sub-District 2. Retail Banking ATM and customer service lobbies that have a street frontage of more than 30 feet. 3. Parking garages without a minimum 75% ground level active uses or retail on the linear street frontage for a minimum depth of 50 ft 4. Hotel rooms 5. Offices except for building lobby 6. Conference centers except for entrance lobby 7. Artist working studios except for the entrance lobbies 8. Live-work spaces except for the entrance lobbies 9. Banquet halls except for the entrance lobbies 10. Recording studios except for the entrance lobbies 11. Residential units except for the entrance lobbies 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.	A minimum transparency requirement of 75% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.
All other street frontages in the Plan area, including new public streets or street extensions to be created	<ol style="list-style-type: none"> 1. All uses prohibited in the Sub-District 2. Parking garages without ground level active uses along a minimum 65% of the total linear street frontage. 3. Hotel rooms 4. Offices except for building lobby 5. Artist working studios except for the entrance lobbies 6. Live-work spaces except for the entrance lobbies 7. Banquet halls except for the entrance lobbies 8. Recording studios except for the entrance lobbies 9. Residential units on Orange Street west of Nesbitt Street 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.	A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.

Sub-District B: Orange Street Retail Corridor

Bulk Standards

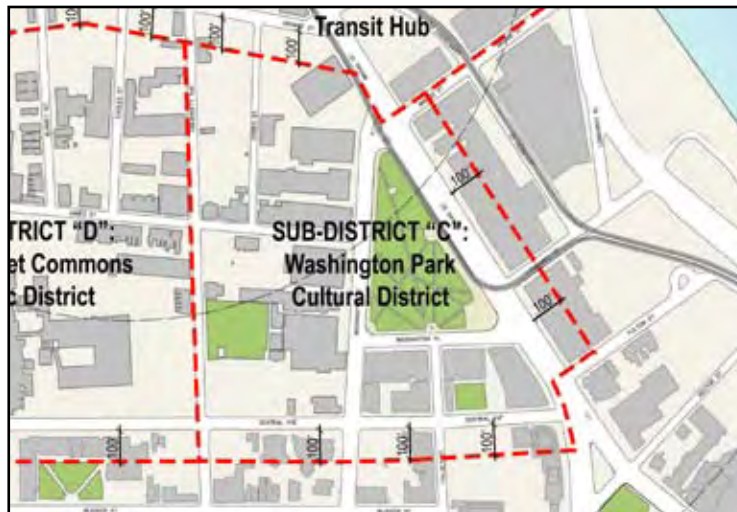
Yard Regulations:

<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For All Lots; unless otherwise specified below:	Zero is the minimum and maximum yard required.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.
All lots fronting along Orange Street between MLK Boulevard and Nesbitt Street	5 foot minimum and maximum front yard setback to allow a widened sidewalk condition. A minimum of 75% of the building's front facade must be at the front yard setback line.		

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>
All Lots Fronting on North Side of Orange Street	80 ft	40 ft	None
All Lots Fronting on South Side of Orange Street	80 ft	40 ft	None
All Lots Located West of Nesbitt Street	65 ft	30 ft	None

Sub-District C: Washington Park Cultural District



Sub-District Boundaries

All properties north of Central Avenue, east of University Avenue, west of Broad Street and south of Orange Street, excluding the first 100 feet of properties fronting on the south side of Orange Street. The first 100 feet of all properties fronting on the east side

of Broad Street between Bridge Street and Fulton Street, the first 100 feet of all properties fronting on the south side of Central Avenue between University Avenue and Broad Street. The below regulations of regulatory and urban design standards apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or two or more streets.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below. Buildings and properties with a mix of uses are encouraged:

1. Retail sales of goods
2. Beauty salons, barber shops, and nail salons
3. Restaurants, except in certain areas.
4. Museums including accessory uses not prohibited in this Plan
5. Theaters including accessory uses not prohibited in this Plan
6. Art Galleries including accessory uses not prohibited in this Plan
7. Bars with sound proofing insulation installed are permitted only on Orange Street and are prohibited on all other street frontages in the District
8. Night clubs and dance halls with sound proofing insulation

9. Building lobbies
10. Hotels and hotel lobbies
11. Retail Banking Institutions (without Drive-thru facilities)
12. Parking garages (active ground floor use requirements on certain streets)
13. Offices
14. Conference facilities
15. Residential
16. Artist studios
17. Tattoo and body-piercing establishments, except on Broad Street
18. Live-work spaces that only include permitted uses in this plan
19. Colleges, universities, and educational facilities
20. Fitness and health clubs
21. Banquet halls with sound proofing insulation installed. Such uses can have customer dancing areas. Permitted only in certain areas.
22. Recording studios with sound proofing insulation installed.
23. Liquor stores
24. Facilities that provide congregate living arrangements directly affiliated with an institution of higher education except those affiliated with a fraternal/fraternity or sorority organization
25. Museums and all ancillary uses.

5. Auto repair
6. Billboards (in accordance with Newark Zoning Ordinance)
7. Check cashing establishments
8. Bars, night clubs, and dance halls without noise mitigation measures to ensure compliance with state and local standards (65 decibels at property line).
9. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses, except those directly affiliated with a college or a university but not affiliated with a fraternal/fraternity or sorority organization.
10. Drug or alcohol treatment facilities
11. Pawn Shops and Ammunition Retailers
12. New construction of detached or semi-attached one-, two-, or three-family detached dwellings.
13. Elevated walkways or skyways between buildings.
14. Parking garages with over 1000 vehicles.
15. Parking garages over 10 levels, including the ground floor (regardless if the ground floor is used for parking or not).

Prohibited Uses

The current zoning allows for various uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

1. Surface parking lots as a principle use
2. Sexually oriented businesses
3. Outdoor auto sales
4. Gas stations

Sub-District C: Washington Park Cultural District

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Residential – 1 to 4 family townhouses on lots than 40' wide	On-site parking is prohibited, no on-site parking is allowed for 1 to 4 family units.	
Residential – Townhouses on lots greater than 40' wide.	None	1.0 spaces per unit. Parking is to be at rear in all cases.
Residential – Multifamily in excess of 4 family	None	1.0 spaces per unit
Office	1.0 per 1,000 sf	3.0 spaces per 1,000 sf
Retail*	2.0 per 1,000 sf; the first 5,000 sf are exempt	None
Entertainment/Cultural Venues and Services**	No parking required	None
Hotel	1 space per 4 hotel rooms	1 space per hotel room
Hospital	1 space per 1000 square feet	None
Educational	1 space per classroom	3 spaces per 1000 square feet

*Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services.

** Cultural Venues and Services includes Museums and Museum-ancillary spaces and accessory uses to Museums.

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	No parking required	1.0 space per residential unit, except for 1 to 4 family units on lots less than 40' wide 3.0 spaces per 1,000 sf of office or educational uses 1.0 space per hotel room
Additions to Existing Buildings For any addition to existing buildings	None	1.0 spaces per residential unit, except for 1 to 4 family units on lots less than 40' wide 3.0 spaces per 1,000 sf of office or educational uses 1.0 space per hotel room

Ground Floor Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height requirement</i>	<i>Transparency Requirement</i>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • Broad Street • Washington Street (north of Central Avenue) • Washington Place • Halsey Street 	<ol style="list-style-type: none"> 1. All uses prohibited in the Plan area 2. Retail Banking ATM and customer service lobbies that have a street frontage of more than 30 feet. 3. Parking garages without a minimum 75% ground level retail along the linear street frontage* 4. Hotel rooms 5. Offices except for building lobbies 6. Conference centers except for entrance lobby 7. Residential units, except for the entrance lobbies 8. Live-work spaces, except for the entrance lobbies 9. Banquet halls except for the entrance lobbies 10. Recording studios except for the entrance lobbies 	<p>A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 75% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.</p>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • Central Avenue • University Avenue 	<ol style="list-style-type: none"> 1. All uses prohibited in the Plan area 2. Parking garages without ground level active uses along a minimum of 65% or more of the linear street frontage. 3. Hotel rooms 4. Offices except for building lobbies 5. Residential units 6. Recording studios except for entrance lobbies <p>Existing museum buildings are exempt from this requirement</p>	<p>A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.</p>

* Continuous retail requirement along linear street frontage does not include entrances/exits to parking garages if allowed on that street.

Sub-District C: Washington Park Cultural District

Bulk Standards

Yard Regulations:

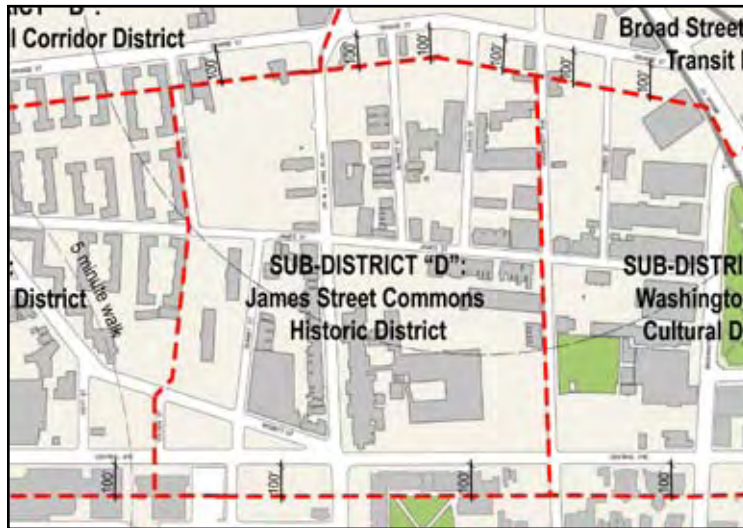
<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For All Lots; unless otherwise specified below:	Zero is the minimum and maximum yard required unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors. In cases where a side yard setback is provided regardless of whether such setback is required, the front façade wall shall be the full width of the lot for at least the first 35 feet of building height.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>
For All Lots; unless otherwise specified below	Unlimited	30 ft	None
All Lots Fronting on University Avenue	Unlimited	30 ft	For new construction, minimum 10 feet setback from rear or side yard property line of a lot with a contributing historic building at the floor plate of the building floor that is nearest to nearest to 80 feet above grade.*
All Lots abutting the rear or sides of lots with contributing historic buildings that are part of Sub-District D	Unlimited	30 ft	For new construction, minimum 20 feet setback from rear or side yard property line of a lot with a contributing historic building at the floor plate of the building floor that is nearest to nearest to 40 feet above grade.
All Lots on Central Avenue	Unlimited	45 ft	None
All Lots on Broad Street	Unlimited	60 ft	None
All Lots on Halsey Street	Unlimited	30 ft	60 ft

* Except where indicated by the special area provisions, which allow step-backs at 100 ft above grade proximate to Central Avenue.

Sub-District D: James Street Commons Historic District



Sub-District Boundaries

All properties east of Summit Street, west of University Avenue, north of Central Avenue and south of Orange Street, excluding the first 100 feet of those properties fronting on the south side of Orange Street. All properties fronting on the east side of Boyden Street, excluding the first 100 feet of those properties fronting on the south side of Orange Street. The first 100 feet of all

properties fronting on the south side of Central Avenue from Summit Street to University Avenue. The below regulations and urban design standards apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or fronts two or more streets.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below. Buildings and properties with a mix of uses are encouraged and permitted:

1. Surface parking as an ancillary use except when it is located between the building and the street that the building primarily fronts on.
2. Surface parking lots (including ancillary) on Dr. Martin Luther King Jr. Boulevard
3. Retail sales of goods and services only on University Avenue, Central Avenue, and MLK Boulevard
4. Beauty salons, barber shops, and nail salons only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard
5. Restaurants only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard
6. Museums including accessory uses not prohibited in this Plan only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard

7. Theaters including accessory uses not prohibited in this Plan on University Avenue, Central Avenue, and MLK Boulevard
8. Art Galleries including accessory uses not prohibited in this Plan
9. Bars with noise mitigation measures are permitted only on Central Avenue
10. Night clubs and dance halls with sound proofing insulation installed. Such uses can have customer dancing areas. Only permitted on Central Avenue and University Avenue between James and Orange Street
11. Building lobbies
12. Hotels and hotel lobbies only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard
13. Retail Banking Institutions (without Drive-thru facilities) only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard
14. Parking garages (active ground floor use and maximum size requirements on certain streets)
15. Offices
16. Conference facilities only on Central Avenue, MLK Boulevard and University Avenue
17. Residential units
18. Artist studios
19. Live-work spaces that only include permitted uses in this plan
20. Colleges, universities, and educational facilities except on James Street between MLK Boulevard and Essex Street
21. Fitness and health clubs only on lots fronting on University Avenue, Central Avenue, and MLK Boulevard (except when it is part of and exclusive to a residential or mixed-use building)
22. Banquet halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dance areas. Only permitted on Central Avenue, MLK Boulevard, and University Avenue
23. Recording studios with sound proofing insulation installed to ensure compliance with local and state noise regulations only on Central Avenue, MLK Boulevard, and University Avenue
24. Liquor stores only on Central Avenue and MLK Boulevard between James Street and Orange Street
25. Group housing related to educational uses and directly affiliated with a college or university are permitted everywhere except on the following streets: James, Eagle, and Burnet.

Prohibited Uses

The current zoning allows for various uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

1. Surface parking lots as a principle use
2. Sexually oriented businesses
3. Outdoor auto sales
4. Gas stations
5. Auto repair
6. Billboards (in accordance with Newark Zoning Ordinance)
7. Check cashing establishments everywhere in Sub-District D.
8. Bars, night clubs, banquet halls and dance halls without noise mitigation measures to ensure compliance with state and local standards (65 decibels at property line).
9. Bars, night clubs, banquet halls and dance halls of any kind except on Central Avenue, MLK Blvd between James and Orange Street, and University Avenue between James and Orange Street.
10. Conference facilities except on Central Avenue, MLK Blvd, and University Avenue
11. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses, except those directly affiliated with a college or university.
12. Drug or alcohol treatment facilities
13. Pawn Shops and Ammunition Retailers
14. New construction of single-family detached houses.
15. New construction of detached two-, or three-family detached dwellings.
16. Elevated walkways or skyways between buildings.
17. Parking garages with over 1000 vehicles.
18. Parking garages over 10 levels, including the ground floor (regardless if the ground floor is used for parking or not).
19. Parking garages or portions of parking garages with more than 600 spaces.
20. Parking garages over 10 levels, including the ground floor (regardless if the ground floor is used for parking or not).
21. Parking garages with more than 200 spaces are not allowed on

Sub-District D: James Street Commons Historic District

- Eagle St., James St., Summit St. (from Central Ave to James only) and Burnet St.
22. Tattoo and body piercing establishments everywhere in Sub-District D
 23. Liquor stores everywhere except Central Avenue and MLK between James and Orange St.
 24. Detached one, two, three, or four family dwellings on lots greater than 40 feet
 25. New construction of detached or semi-attached one, two, three, or four family dwellings on lots greater than 70 feet.
 26. New construction of detached or semi-attached one, two, three, or four family dwellings on MLK Blvd and University Avenue
 27. Group housing affiliated with fraternity or sorority organizations on James, Eagle, Burnet and Summit Streets.
 28. Congregate living arrangements of any sort on James, Eagle, and Burnet Streets

Special Use Regulations for Sub-District D, for all properties fronting on the west side of Dr. Martin Luther King, Jr. Blvd. between James Street and Central Avenue/Sussex Avenue:

In order to maintain the residential character of the original buildings in the neighborhood, all properties fronting on the west side of Dr. Martin Luther King, Jr. Blvd between Central/Sussex Avenues and James Street, except those also fronting on Sussex Avenue, shall have the following additional use requirements. All other uses not enumerated in this section (below) are prohibited.

Changes to the historical façade of the building are discouraged, including windows and doors. Repair, redesign and/or restoration to facades which have been modified from the historic design is encouraged). All uses listed below shall be allowed only one façade mounted name plate which shall not exceed one (1) square foot in area, unless otherwise noted.

Permitted Uses:

1. The practice of medicine by physicians, surgeons, chiropractors, acupuncturists or dentists, limited to four (4) such physicians, surgeons, chiropractors, acupuncturists or dentists per building, and where not more than one (1) name plate per physician, surgeon or dentist is used in connection with the professional use, which name plate shall not exceed one (1) square foot in area.
2. Nursery schools.
3. Offices of charitable or philanthropic institutions which are charitable or benevolent institutions providing relief or benevolent services to the community.
4. Insurance underwriting, the keeping of records and such further office work as may be incidental to the carrying on of the business of insurance risks of every kind under the law of the several states and of the United States, relating thereto.
5. Maintenance of editorial departments and business offices in connection with the publishing of books, magazines, newspapers, and the like, but not including printing or binding or any mechanical processes.
6. Offices maintained only for the keeping of fiscal records or for statistical work.
7. Offices for attorneys, engineers, architects, planners, real estate brokers, accountants and other similar professional occupations.
8. University affiliated offices.
9. Residential

~~The following shall be Conditional Uses as defined by the Municipal Land Use Law and, if not all conditions are hereby met, shall be within the jurisdiction of the Board of Adjustment:~~

Conditional Uses:

A. Coffee Shop/Restaurant/Cafe, if the following conditions are met:

Conditions

1. ~~Time of operations is limited between 6:00 am and 11:00 pm.~~
2. ~~Outdoor seating is permitted in the rear yard and expansions to the building are permitted, but a minimum 20 foot rear yard shall be~~

Sub-District D: James Street Commons Historic District

required in all cases.

3. ~~The historic façade of a building cannot be changed.~~
4. ~~Service of alcohol shall be limited to alcoholic beverages brought by customers. Alcohol cannot be sold by the establishment.~~
5. ~~Noise and odor reducing apparatus must be provided to reduce noise heard from neighboring residential properties.~~
6. ~~The proposal must provide air-conditioned trash rooms internal to the building subject to the prior approval of the City Department of Health.~~

- ~~A wall mounted sign and a projecting “blade” sign shall be permitted. Building mounted signs shall be limited to one façade mounted name plate which shall not exceed one (2) square foot in area. The sign~~

shall be indirectly lit (not backlit) and lighting shall not spillover neighboring property lines. A second projecting “blade” sign which is perpendicular to the face of the building shall be permitted and shall not exceed 2 square feet and shall be unlit. Only individual window awnings in a style and material appropriate to the style and period of construction of the historic building only shall be permitted. All other types of awnings are not allowed.

* Language stricken as a result of Municipal Council amendment on December 3, 2009. Special Use Regulations for Sub-District D as shown above and in Exhibit A.

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Residential – 1 to 4 family on lots less than 40' wide	On-site parking is prohibited, no on-site parking is allowed. New curb cuts are prohibited	
Residential – Multiple Lot Subdivision for Townhouses on lots greater than 40' wide	None	1.0 spaces per unit for lots between 40' and 75'. 1.5 spaces per unit for lots over 75' wide. Parking is to be located at rear in all cases.
Residential – Multifamily in excess of 4 family	None	1.5 spaces per unit
Office	1.0 per 1,000 sf	None
Retail*	2.0 per 1,000 sf; the first 5,000 sf are exempt	None
Entertainment/Cultural Venues and Services	No parking required	None
Hotel	1 space per 4 hotel rooms	1.0 space per hotel room
Hospital	1 space per 1000 square feet	None
Educational	1 space per classroom	3.0 spaces per 1000 square feet

* Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services.

Sub-District D: James Street Commons Historic District

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	None	1.5 space per residential unit, except no on-site parking allowed on lots less than 40 ft 3.0 spaces per 1,000 sf of educational uses
Additions to Existing Buildings For any addition to existing buildings	None	1.5 spaces per residential unit, except no on-site parking allowed on lots less than 40 ft 3 per 1,000 sf of educational uses

Ground Floor Prohibited Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height requirement</i>	<i>Transparency Requirement</i>
All lots fronting on the following streets: • Central Avenue • University Avenue	<ol style="list-style-type: none"> All uses prohibited in the Plan area Parking garages without ground level active uses* along a minimum 65% of the total linear street frontage. Residential units Hotel rooms Offices except for building lobby Live-work spaces except for the entrance lobbies Banquet halls except for the entrance lobbies Recording studios except for the entrance lobbies <p>* Existing residential buildings are exempt from ground floor active use requirements. Building conversions of existing contributing historic buildings are subject to review and approval of the Newark Landmarks and Historic Preservation Commission.</p>	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.	A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.

Sub-District D: James Street Commons Historic District

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height requirement</i>	<i>Transparency Requirement</i>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • MLK Boulevard from James Street to 100 ft south of Orange Street 	<ol style="list-style-type: none"> 1. All uses prohibited in the Plan area 2. Parking garages without ground level active uses* for a minimum depth of 50 ft along a minimum 65% of the length of a building streetwall 3. Residential units 4. Offices except for building lobby <p>*Existing buildings are not exempt from ground floor active use requirements but are encouraged to be converted to retail space. Building conversions of existing contributing historic buildings are subject to review and approval of the Newark Landmarks and Historic Preservation Commission.</p>	<p>A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement</p>
<p>All lots fronting on the following streets:</p> <ul style="list-style-type: none"> • MLK Boulevard (east side only) from James Street to Central Avenue (including 100 ft south of Central Avenue on both sides of MLK Boulevard, east and west) 	<ol style="list-style-type: none"> 1. All uses prohibited in the Plan area 2. Parking garages without ground level active uses* for a minimum depth of 50 ft along a minimum 65% of the length of a building streetwall <p>*Building conversions of existing contributing historic buildings are subject to review and approval of the Newark Landmarks and Historic Preservation Commission.</p>	<p>A minimum of ground floor height of 16 feet floor-to-floor shall be required for all non-residential ground floor uses. Existing building renovations are exempted from this requirement.</p>	<p>A minimum transparency requirement of 50% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement</p>

Sub-District D: James Street Commons Historic District

Bulk Standards

Yard Regulations:

<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For All Lots; unless otherwise specified below:	Zero is the minimum and maximum yard required unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback. In the event of adjacent buildings having different setbacks; the front yard requirement shall be set at the distance of the shorter of the two setbacks.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.	No new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.
All lots fronting on James, Eagle, Burnett, and Summit Streets	The front yard requirement shall be set at the distance of the shorter prevailing setback unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback. If there is no prevailing setback on that block, the setback shall be a maximum of 6 feet, but only if porches or stairs are to be provided in front of the structure.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.	No new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.
New Construction of 1-4 family attached or semi-attached homes (not in part of or in mixed-use buildings)	The front yard requirement shall be set at the distance of the shorter prevailing setback unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback.	Refer to Infill Housing Standards for this Sub-District.	20 ft rear yard is required

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>
For All Lots; unless otherwise specified below:	60 ft	30 ft	For new construction, minimum 10 feet step-back from front yard setback line at the floor plate of the building floor that is nearest to 40 feet above grade unless new construction is between a pair of buildings in which case the building shall step-back at the floor plate of the building nearest to the taller height of the cornice/roof lines of the adjacent buildings.
All Lots Fronting on James Street:	40 ft	30 ft	None
All Lots Fronting on MLK Boulevard:	80 ft	30 ft	For new construction, minimum 10 feet step-back from front yard setback line at the floor plate of the building floor that is nearest to 60 feet above grade.
All Lots Fronting on Central Avenue	150 ft	40 ft	None,
All Lots Fronting on University Avenue	80 ft	40 ft	None

Infill Housing Standards for Townhouse Developments

<i>Applicable Area</i>	<i>Off-street Parking Standards, Parking Placement and Driveway Standards</i>	<i>Side Yard</i>
For 1-4 family units built on lots between 40 and 75 feet in width	A maximum of 1 space per unit is allowed. Parking is not permitted anywhere but in the rear or side of the property in shared driveways or rear-accessed garages. Front-accessed parking is not permitted. Driveways are to be a maximum of 10 feet in width. Only one curb-cut is allowed.	12 feet maximum at one side of the row of townhouses allowed for driveways only. Otherwise maximum allowable side yard shall be 6 feet. The other side must be at zero and may be flush with the adjacent property except no new construction shall encroach within 3 feet of existing lot-line windows.
For 1-4 family units built on lots with over 75 feet in width	A maximum of 1.5 spaces per unit is allowed. Parking is not permitted anywhere but in the rear or side of the property in shared driveways or rear-accessed garages. Front-accessed parking is not permitted. Driveways are to be a maximum of 18 feet for 2-way traffic or 10 feet for one-way traffic. Only one curb-cut allowed every 75 feet.	12 feet maximum at one side of the row of townhouses allowed for driveways only. Otherwise maximum allowable side yard shall be 6 feet. The other side must be at zero and may be flush with the adjacent property except no new construction shall encroach within 3 feet of existing lot-line windows.

Additional Infill Housing and Townhouse Design Guidelines:

Driveways and Parking

- Driveways are encouraged to incorporate pervious pavers or a center planting strip whenever feasible.
- Rear and side yard parking options are acceptable, including a rear parking court, shared alley, and attached and detached rear-access garages.
- Shared driveways and/or shared alleys are encouraged
- Detached garages should be set back a minimum of 75' from the front yard. If lot depth does not allow for this setback, the garages should be located so that the rear of the garage is not greater than 5' from the rear property line.

Building Facades

- Front elevations should have distinct and appropriate architectural character
- Synthetic stucco (EIFS) shall not be permitted on any portion of the front façade or parts of the building visible from the street.
- Corner buildings should appropriately treat both street fronting facades per these guidelines.
- Front doors should always face the street and should be a design element of the facade.
- Buildings that “terminate views” should be designed to be memorable and

distinctive are encouraged to incorporate towers, bays and other distinctive features.

- Facades should be properly articulated and should not be “flat”, single plane elevations. The proper use of bays, porches and balconies is encouraged to help articulate the facade.

Site Landscaping

- Driveways, excluding driveway apron and sidewalk areas, should be constructed using decorative pavement materials from, at a minimum, the front property line to the front façade of the building. Materials including decorative concrete, concrete pavers, brick, permeable pavers and other permeable surfaces (planting strips) are encouraged.
- LEED buildings are encouraged, and if LEED certification is not feasible buildings should incorporate some combination of energy efficient materials, green roofs, solar powered water heating, or solar panels.
- Energy Star appliances encouraged.
- Rear yards of all residential properties should not be 100% impervious surface; rear areas not utilized for parking should be covered with groundcover, grass, pervious pavers or other pervious material.

Sub-District E: Baxter-Nesbitt Residential District



Sub-District Boundaries

All properties east of Norfolk Street, north of Central Avenue, south of Orange Street and west of Summit Street, excluding the first 100 feet of those properties fronting on the south side of Orange Street and any properties fronting on the east side of Boyden Street. The first 100 feet of all properties fronting on the south side of Central

Avenue from Summit Street to Norfolk Street. The first 100 feet of all properties fronting on the west side of Clifton Avenue and Norfolk Street, including the first 100 feet of properties south of Central Avenue. The below regulations of regulatory and urban design standards apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or fronts two or more streets.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below. Buildings and properties with a mix of uses are encouraged and permitted. Few permitted uses are prohibited in certain Sub-Districts or on certain streets. In addition, refer to the Permitted and Prohibited Uses section of each Sub-District, which adds an additional layer of use regulations.

1. Retail sales of goods and sales of services only on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
2. Surface parking lots as an ancillary use
3. Beauty salons, barber shops, and nail salons only on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
4. Restaurants only on Nesbitt, Norfolk, Lock Streets and

- Central and Sussex Avenues
5. Museums including accessory uses not prohibited in this Plan on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
6. Theaters including accessory uses not prohibited in this Plan on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
7. Art Galleries including accessory uses not prohibited in this Plan on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
8. Bars with noise mitigation measures including sound proofing insulation installed to ensure compliance with local and state noise regulations are permitted only on Central Avenue
9. Night clubs and dance halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dancing areas. Only permitted on Nesbitt Street, Central Avenue, and Norfolk Street.
10. Building lobbies
11. Hotels and hotel lobbies only on only allowable on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
12. Retail Banking Institutions (without Drive-thru facilities) on Nesbitt, Norfolk, Lock Streets and Central and Sussex Avenues
13. Parking garages (active ground floor use and maximum size requirements on certain streets)
14. Offices
15. Conference facilities only on Central Avenue, Nesbitt Street, Sussex Avenue
16. Residential units and new construction of detached two-, or three-family detached dwellings
17. Artist studios
18. Live-work spaces that only include permitted uses in this plan
19. Colleges, universities, and educational facilities
20. Fitness and health clubs
21. Banquet halls. Such uses can have customer dancing areas if sound proofing insulation is installed to ensure compliance with local and state noise regulations. Only permitted on Central Avenue, Nesbitt Street, Norfolk Street.
22. Recording studios with sound proofing insulation installed to ensure compliance with local and state noise regulations only on

- Central Avenue, Nesbitt Street and Sussex Avenue
23. Liquor stores only on Central Avenue.
24. Drug or alcohol treatment facilities only on Norfolk Street
25. Homeless shelters and group housing only of a charitable nature only on Norfolk Street
26. Parking if in a garage or structure

Prohibited Uses

The current zoning allows for various uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

1. Surface parking lots as a principle use
2. Sexually oriented businesses
3. Outdoor auto sales
4. Gas stations
5. Auto repair
6. Billboards (in accordance with Newark Zoning Ordinance)
7. Check cashing establishments on Orange Street and Nesbitt Street.
8. Bars, night clubs, banquet halls and dance halls without noise mitigation measures to ensure compliance with state and local standards (65 decibels at property line).
9. Bars, night clubs, banquet halls and dance halls of any kind except on Nesbitt Street, Central Avenue, Orange Street, and Norfolk Street. Bars without customer dancing areas are not allowed on Nesbitt Street or Norfolk Street
10. Conference facilities except on Central Avenue, Nesbitt Street, Sussex Ave
11. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses, except those affiliated with a college or university
12. Drug or alcohol treatment facilities, except on Norfolk Street

Sub-District E: Baxter-Nesbitt Residential District

13. Pawn Shops and Ammunition Retailers
14. New construction of single-family detached houses
15. Elevated walkways or skyways between buildings
16. Parking garages with over 1000 vehicles
17. Parking garages over 8 levels, including the ground floor (regardless if the ground floor is used for parking or not)
18. Parking garages or portions of parking garages with more than 600 spaces on Eagle St., James St., Burnet St., and University Ave
19. Parking garages with over 200 vehicles on James Street
20. Tattoo and body piercing establishments on Norfolk Street only
21. Liquor stores everywhere except Orange Street east of Nesbitt
22. New construction of detached or semi-attached one, two, three, or four family dwellings on lots greater than 70 feet

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Residential – 1 to 4 family	None	1.5 spaces per unit.
Residential – Townhomes on lots greater than 50' wide.	None	1.5 spaces per unit. Parking is to be at rear in all cases.
Residential – Multifamily in excess of 4 family	None	1.5 spaces per unit
Office	1.0 per 1,000 sf	None
Retail*	2.0 per 1,000 sf; the first 5,000 sf are exempt	None
Entertainment/Cultural Venues and Services	No parking required	None
Hotel	1 space per 4 hotel rooms	1 space per hotel room
Hospital	1 space per 1000 square feet	None
Educational	1 space per classroom	3 spaces per 1000 square feet

*Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	None	1.5 space per residential unit 3 per 1,000 sf of educational uses
Additions to Existing Buildings For any addition to existing buildings	None	1.5 spaces per residential unit 3 per 1,000 sf of educational uses

Ground Floor Prohibited Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height requirement</i>	<i>Transparency Requirement</i>
All lots fronting on the following streets: • Central Avenue	<ol style="list-style-type: none"> All uses prohibited in the Sub-District Parking garages without ground level active uses* along a minimum 65% of the total linear street frontage with a minimum depth of 50 feet. Hotel rooms Offices except for building lobby Artist working studios except for the entrance lobbies Live-work spaces except for the entrance lobbies Banquet halls except for the entrance lobbies Recording studios except for the entrance lobbies Residential Units 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations area exempted from this requirement.	A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations area exempted from this requirement.
All lots fronting on the following streets: • Nesbitt Street • Norfolk Street	<ol style="list-style-type: none"> All uses prohibited in the Sub-District Parking garages without ground level active uses* along a minimum 65% of the total linear street frontage. Residential units Live-work spaces except for the entrance lobbies 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations area exempted from this requirement.	A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations area exempted from this requirement.

Sub-District E: Baxter-Nesbitt Residential District

All lots fronting on the following streets: • Sussex Ave from Nesbitt to Central Ave/ Martin Luther King	1. All uses prohibited in the Plan area 2. Parking garages without ground level active uses* along a minimum 65% of the total linear street frontage.	None; a minimum of ground floor height of 16 feet floor-to-floor shall be required for all non-residential ground floor uses. Existing building renovations area exempted from this requirement.	A minimum transparency requirement of 50% of the surface area of the ground floor façade shall be required. Existing building renovations area exempted from this requirement.
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Bulk Standards

Yard Regulations:

<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For residential units in excess of 4 family; residential mixed-use buildings of any size; or non-residential units unless otherwise specified below.	Zero is the minimum and maximum yard required unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match the setback of the building closest to the street.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.	For all residential except residential within mixed-use buildings a 20 ft rear yard is required. No new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.
For residential units in excess of 4 family; residential mixed-use buildings of any size; or non-residential units on Central Avenue, Norfolk Street, Nesbitt Street, and Sussex Avenue (between Nesbitt and MLK)	Zero is the minimum and maximum yard required unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match the setback of the building closest to the street.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.

Infill Housing Yard Standards

The following bulk standards apply only to 1-4 family housing units. They do not apply to non-residential buildings and do not apply to residential or mixed-use buildings with more than 4 units. Townhouses are the preferred infill housing type for the sub-district, but mid-rise apartments and stacked townhouse/apartments may also be built on

<i>Applicable Area</i>	<i>Front Yard Setback and Other Provisions</i>	<i>Side Yard</i>
For 1-4 family units built on lots less than 50 feet in width	<p>All houses shall have a front door that faces the street. No required minimum front yard step-back.</p> <p>The maximum setback is 6 feet unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that step-back.</p> <p>If a front yard setback is to be provided, it must include a stoop and planting zone.</p>	<p>Lots less than 50 feet in width:</p> <p>A minimum side yard setback of 3 feet is required, but the following regulations also apply:</p> <ol style="list-style-type: none"> The side yard setback is allowed to be zero instead of 3 feet if the closest building on the adjacent lot has 3' of setback from the common lot line. The side yard setback is also allowed to be zero instead of the above minimum if the closest building on the adjacent lot has a zero setback from the common lot line and the new structure's wall can be built flush with the adjacent building's wall. No new construction shall encroach within 3' of another building's windows or other fenestrations nor block emergency access to those fenestrations. In cases where the side yard setback is to be zero, the setback area from that adjacent building's fenestrations shall only extend from the location of the fenestration to the rear of the new structure. No side yard shall be of a distance between zero and 3 feet.

Sub-District E: Baxter-Nesbitt Residential District

For 1-4 family units built on lots between 50 feet and 75 feet in width	All houses shall have a front door that faces the street. Zero is the minimum and 6 feet is the maximum setback unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback. If a front yard setback is to be provided, it must include a stoop and planting zone.	12 feet maximum at one side of the row of townhouses allowed for driveways only. Otherwise maximum allowable side yard shall be 6 feet. The other side must be at zero and may be flush with the adjacent property except no new construction shall encroach within 3 feet of existing lot-line windows.
For 1-4 family units built on lots with over 75 feet in width	All houses shall have a front door that faces the street. No front yard setback required, maximum setback of 6 feet unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback. If a front yard setback is to be provided, it must include a stoop and planting zone.	20 feet maximum at one side of the row of townhouses allowed for driveways only. Otherwise maximum allowable side yard shall be 6 feet. The other side must be at zero and may be flush with the adjacent property except no new construction shall encroach within 3 feet of existing lot-line windows.

Infill Housing and Townhouse Design and Transparency

The following bulk standards apply only to 1-4 family housing units. They do not apply to non-residential buildings and do not apply to residential or mixed-use buildings with more than 4 units.

<i>Applicable Area</i>	<i>Impervious Surfaces</i>	<i>Parking Placement</i>	<i>Driveways and Curb Cuts</i>	<i>Transparency</i>
For lots with over 75 feet	Any remaining area of the front yard setback area not devoted to walkways, driveways, or porches/ stoops shall be landscaped with pervious surfaces, including vegetation.	All on-site parking must be rear accessed and shared driveways are encouraged. Front -accessed attached garages are not permitted.	A minimum of 18' shall be provided between driveways and curb cuts in order to allow for on-street parking. If 18' is not available, a minimum of 8'. Parking is not permitted anywhere but in the rear or side of the property in shared driveways or rear-accessed garages. Front-accessed parking is not permitted. Driveways are to be a maximum of 18 feet for 2-way traffic or 10 feet for one-way traffic. Only one curb-cut shall be permitted for every 75 feet. Rear alleys accessed from public or private streets are encouraged.	1. For the primary front façade a minimum of 30 percent of the wall area shall be devoted to transparent windows or doorway areas. 2. For street facing side or rear walls of structures on corner lots or through lots, a minimum of 20 percent of the wall area shall be devoted to transparent windows or doorway areas. 3. For non-street facing walls, the greater of a minimum of 10 percent of wall area or the maximum amount allowed by construction code shall be devoted to transparent windows or doorway areas.

Sub-District E: Baxter-Nesbitt Residential District

For between 50 and 75 feet in width	A maximum of 40% of the front yard setback area is to include impervious surfaces.	All on-site parking must be rear accessed and shared driveways are encouraged. Front -accessed attached garages are not permitted.	A minimum of 18' shall be provided between driveways and curb cuts in order to allow for on-street parking. If 18' is not available, a minimum of 8' shall be provided. Parking is not permitted anywhere but in the rear or side of the property in shared driveways or rear-accessed garages. Front-accessed parking is not permitted. Driveways are to be a maximum of 10 feet in width. Only one curb-cut is allowed.	<ol style="list-style-type: none"> 1. For the primary front façade a minimum of 30 percent of the wall area shall be devoted to transparent windows or doorway areas. 2. For street facing side or rear walls of structures on corner lots or through lots, a minimum of 20 percent of the wall area shall be devoted to transparent windows or doorway areas. 3. For non-street facing walls, the greater of a minimum of 10 percent of wall area or the maximum amount allowed by construction code shall be devoted to transparent windows or doorway areas.
Lots with 5,000 or less square feet and/or 50 feet or less of width.	<ol style="list-style-type: none"> 1. A maximum of 55% of front yard lot area shall be impervious surfaces. 2. Only one driveway area shall be permitted in the front yard for lots less than 35 feet wide. 3. At side yards, a paved walkway is only permitted along ONE side of a dwelling. 	<p>All on-site parking must be rear accessed and shared driveways are encouraged. Front -accessed attached garages are not permitted except for lots less than 35 feet wide, for which the following provisions apply.</p> <p>For lots less than 35 feet wide:</p> <ol style="list-style-type: none"> 1) The maximum width for the driveway at the lot line and for its full length in the front yard shall be 18 feet, and the garage opening width on a building's front facade shall be no wider than 18 feet. 2) The maximum driveway width at the lot line and for its full length in the front yard shall be 10 feet, and the garage opening width on a building's front facade shall be no wider than 10 feet 	A minimum of 18' shall be provided between driveways and curb cuts in order to allow for on-street parking. If 18' is not available, a minimum of 8' shall be provided. Driveways must be a maximum of 10' width except for front-accessed garages (only allowable on lots less than 35 feet wide).	<ol style="list-style-type: none"> 1. For the primary front façade a minimum of 30 percent of the wall area shall be devoted to transparent windows or doorway areas. 2. For street facing side or rear walls of structures on corner lots or through lots, a minimum of 20 percent of the wall area shall be devoted to transparent windows or doorway areas. 3. For non-street facing walls, the greater of a minimum of 10 percent of wall area or the maximum amount allowed by construction code shall be devoted to transparent windows or doorway areas.

Sub-District E: Baxter-Nesbitt Residential District

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>
For All Lots; unless otherwise specified below:	60 ft	30 ft	None
All Lots Fronting on Central Avenue:	150 ft	30 ft	None
All Lots Fronting on Norfolk Street , Sussex Ave and Nesbitt Street:	70 ft	35 ft	None
All Lots Fronting on James Street:	40 ft	30 ft	None

Additional Infill Housing Design Guidelines:

Driveways and Parking

- Driveways are encouraged to incorporate pervious pavers or a center planting strip whenever feasible.
- Rear and side yard parking options are acceptable, including a rear parking court, shared alley, and attached and detached rear-access garages.
- Shared driveways and/or shared alleys are encouraged
- Detached garages should be set back a minimum of 75' from the front yard. If lot depth does not allow for this setback, the garages should be located so that the rear of the garage is not greater than 5' from the rear property line.

Building Facades

- Front elevations should have distinct and appropriate architectural character
- Synthetic stucco (EIFS) shall not be permitted on any portion of the front façade or parts of the building visible from the street.
- Corner buildings should appropriately treat both street fronting facades per these guidelines.
- Front doors should always face the street and should be a design element of the facade.
- Buildings that “terminate views” should be designed to be memorable and distinctive are encouraged to incorporate towers,

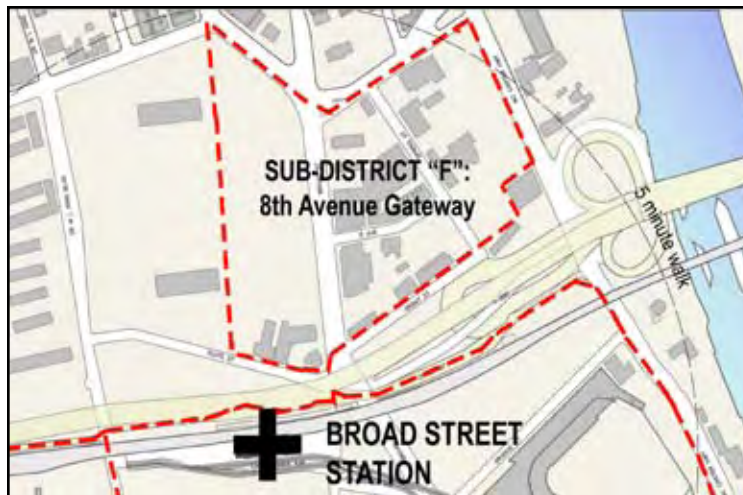
bays and other distinctive features.

- Facades should be properly articulated and should not be “flat”, single plane elevations. The proper use of bays, porches and balconies is encouraged to help articulate the facade.

Site Landscaping

- Driveways, excluding driveway apron and sidewalk areas, should be constructed using decorative pavement materials from, at a minimum, the front property line to the front façade of the building. Materials including decorative concrete, concrete pavers, brick, permeable pavers and other permeable surfaces (planting strips) are encouraged.
- LEED buildings are encouraged, and if LEED certification is not feasible buildings should incorporate some combination of energy efficient materials, green roofs, solar powered water heating, or solar panels.
- Energy Star appliances encouraged.
- Rear yards of all residential properties should not be 100% impervious surface; rear areas not utilized for parking should be covered with groundcover, grass, pervious pavers or other pervious material.

Sub-District F: 8th Avenue Gateway



Sub-District Boundaries

All properties fronting on Broad Street north of Interstate 280 and south of 7th Avenue, including those fronting on Broadway, on the west side and south of Clay Street on the east side; all properties fronting on the west side of McCarter Highway north of Interstate 280 and south of Clay Street; all properties fronting on 8th Avenue, Grant Street, and Spring Street; all properties

fronting on the south side of Clay Street from Broad Street to McCarter Highway; and all properties fronting on State Street except those that front onto Dr. Martin Luther King, Jr. Blvd.

Permitted Uses

Properties and buildings may be used for the following uses according to the regulations below. Buildings and properties with a mix of uses are encouraged and permitted. Few permitted uses are prohibited in certain Sub-Districts or on certain streets. The below regulations apply to the referenced area, regardless as to whether a particular property is split between two or more Sub-Districts or fronts two or more streets.

1. Retail sales of goods and sales of services, except on 8th Avenue
2. Beauty salons, barber shops, and nail salons only on Broad, Clay, McCarter Highway
3. Restaurants only on Broad, Clay, McCarter Highway, and Broadway
4. Museums including accessory uses not prohibited in this Plan only on Broad, Clay, McCarter Highway
5. Theaters including accessory uses not prohibited in this Plan only on Broad, Clay, McCarter Highway, and Broadway
6. Art Galleries including accessory uses not prohibited in this Plan only

7. on Broad, Broadway, Clay, McCarter Highway, Grant and Spring Streets
Bars with noise mitigation measures including sound proofing insulation installed to ensure compliance with local and state noise regulations are permitted only on McCarter Highway.
8. Night clubs and dance halls with sound proofing insulation installed to ensure compliance with local and state noise regulations. Such uses can have customer dancing areas. Only permitted on McCarter Highway.
9. Building lobbies
10. Hotels and hotel lobbies only on Broad Street, Clay Street, and McCarter Highway
11. Retail Banking Institutions (without Drive-thru facilities) only on Broad Street, Broadway, Clay Street, and McCarter Highway
12. Parking garages (active ground floor use requirements on certain streets), except on Grant Street and 8th Avenue
13. Offices only on Broad, Broadway, Clay, State, and Grant Streets and McCarter Highway, but not totaling more than 20,000 square feet on any particular property
14. Residential units
15. Artist studios except on 8th Avenue
16. Live-work spaces that only include permitted uses in this plan except on 8th Avenue
17. Conference facilities on Broad Street (west side only) and McCarter Highway
18. Colleges, universities, and educational facilities only on Broad, Grant, and Clay Streets, and McCarter Highway
19. Fitness and health clubs only on Broad Street, Clay Street, and McCarter Highway
20. Banquet halls. Such uses can have customer dancing areas if sound proofing insulation is installed to ensure compliance with local and state noise regulations. Only permitted on McCarter Highway.
21. Recording studios with sound proofing insulation installed to ensure compliance with local and state noise regulations only on Broad Street, Clay Street, and McCarter Highway.
22. Liquor stores only on McCarter Highway.
23. Wine shops on Broad Street and Clay Street only.
24. Group housing related to educational uses and affiliated with a college or university except on 8th Avenue.
25. Hospitals only on Broad Street, Clay Street and McCarter Highway.

26. Homeless shelters and rooming houses only of a charitable nature on McCarter Highway and Grant Street only, unless within existing church buildings.
27. Drug or alcohol treatment centers on McCarter Hwy and Grant St. only.

Prohibited Uses

The current zoning allows for some uses that do not promote a walkable, pedestrian-friendly, urban environment and therefore undermine the above goal of this plan. Buildings and properties may not be used for any of the following uses anywhere in the Plan area:

1. Surface parking lots as a principle use
2. Surface parking as an ancillary use of a property that is between the building and the street it primarily fronts on, except on Broad Street
3. Sexually oriented businesses
4. Outdoor auto sales
5. Gas stations
6. Auto repair
7. Billboards (in accordance with Newark Zoning Ordinance)
8. Check cashing establishments, except on Broadway.
9. Bars, night clubs, banquet halls and dance halls without noise mitigation measures to ensure compliance with state and local standards (65 decibels at property line).
10. Bars, night clubs, banquet halls and dance halls of any kind except on McCarter Highway
11. Conference facilities except on Broad Street (west-side only) and McCarter Highway
12. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses
13. Drug or alcohol treatment facilities
14. Pawn Shops and Ammunition Retailers
15. Hotels and hotel lobbies except on Broad Street, Clay Street, and

Sub-District F: 8th Avenue Gateway

- McCarter Highway
16. Elevated walkways or skyways between buildings
 17. Parking garages with over 800 vehicles
 18. Parking garages with over 200 vehicles except on Broad Street and McCarter Highway
 19. Parking garages over 6 levels, including the ground floor (regardless if the ground floor is used for parking or not)
 20. Parking garages or portions of parking garages on 8th Avenue or Grant Street
 21. Liquor stores everywhere except McCarter Highway
 22. Tattoo and Body Piercing Establishments
 23. Offices or office buildings with over 20,000 square feet of office space

Parking Standards

New Construction:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Development on existing infill lots less than 35 feet wide	None Required	
Residential – 1 to 4 family	0.5 spaces per unit, or 1 space per unit, whichever is less	1.5 spaces per unit. Parking is to be at rear in all cases. Only one curb cut is permitted for 5 or less townhomes.
Residential – Multifamily in excess of 4 family	0.5 spaces per unit, or 1 space per unit, whichever is less	None
Office	1.0 per 1,000 sf	None
Retail*	2.0 per 1,000 sf	None
Entertainment/Cultural Venues and Services	No parking required	None
Hotel	2 spaces per 4 hotel rooms	None
Hospital	2 spaces per 1000 square feet	None
Educational	2 spaces per classroom	None

*Retail includes theatres, bowling alleys, skating rinks and other entertainment-oriented retail services. Conference facilities shall adhere to retail parking requirements.

Building Rehabilitations and Additions:

<i>Land Use</i>	<i>Minimum Parking Required for New Construction</i>	<i>Maximum Parking Allowed for New Construction</i>
Adaptive Reuse For rehabilitation of existing buildings with no increase in gross square footage of building	None	1.5 spaces per residential unit
Additions to Existing Buildings For any addition to existing buildings	None	1.5 spaces per residential unit

Ground Floor Prohibited Use Standards

<i>Applicable Areas</i>	<i>Prohibited Uses</i>	<i>Height requirement</i>	<i>Transparency Requirement</i>
Applicable Streets: • Broad Street • Clay Street	<ol style="list-style-type: none"> 1. All uses prohibited in the Plan area 2. Parking garages without ground level active uses* along a minimum 65% of the total linear street frontage with a minimum depth of 50 feet. 3. Hotel rooms 4. Offices except for building lobby 5. Residential units 6. Live-work spaces except for the entrance lobbies 7. Recording studios except for the entrance lobbies 	A minimum ground floor height of 16 feet floor-to-floor shall be required. Existing building renovations are exempted from this requirement.	A minimum transparency requirement of 65% of the surface area of the ground floor façade shall be required. Existing building renovations are exempted from this requirement.

Bulk Standards

Yard Regulations:

<i>Applicable Area</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
For All Lots; unless otherwise specified below:	Zero is the minimum and maximum yard required unless the proposed construction is between a pair of buildings with the same setback, in which case, the new construction shall match that setback.	None, but no new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors. In cases where a side yard setback is provided regardless of whether such setback is required, the front façade wall shall be the full width of the lot for at least the first 30 feet of building height.	For all residential except residential within mixed-use buildings a 20 ft rear yard is required. No new construction may encroach within 3 ft of the windows or doors of another existing building on another property nor block emergency access to those windows or doors.
All Lots Fronting on west side of Broad Street:	<p>In the event of adjacent buildings having different setbacks; the front yard requirement shall be set at the distance of the setback of the building closest to the street. Zero is the minimum and maximum yard required unless accessory surface parking is to be provided, in which case either of these two regulations apply:</p> <p>a) If surface parking is to be provided in front of a portion of the building, in which case only 50% of the building must be set at the front yard setback line. The maximum building set back for the purposes of accommodating surface parking should be no more than 55 feet and should only allow for a maximum of 1 row of parking.</p> <p>b) The building of the principle use must be set at the zero front yard setback line but accessory surface parking may occupy up to a maximum of 30% of the linear street frontage of a property for the entire depth of the lot.</p> <p>In both cases, a minimum 10 foot wide landscape barrier shall be placed on between the sidewalk and the beginning of the surface parking area and it shall run the entire length of the surface parking area except for driveways and a 10' maximum pedestrian accessway.</p>		

Height Regulations:

<i>Applicable Area</i>	<i>Maximum</i>	<i>Minimum</i>	<i>Step-back Standard</i>
For All Lots; unless otherwise specified below:	50 ft	30 ft	None
All Lots Fronting on Broadway or the West Side of Broad Street:	110 ft	40 ft	For new construction, minimum 10 feet stepback from front yard setback line at the floor plate of the building floor that is nearest to the minimum building height - 60 feet above grade. Any building that abuts a contributing historic property or historic landmark must step-back a minimum of 20 feet from that historic property's property line at the building floor that is nearest to 40 feet in height.
All Lots Fronting on East Side of Broad Street and on McCarter Highway:	60 ft	40 ft	None
All Lots with primary frontage on 8th Avenue:	35 ft	30 ft	None

Sub-District G: NJIT Greek Village



Sub-District Boundaries

Sub-District G or NJIT Greek Village shall include Block 389 and all lots therein. The site is bounded by Warren St., Raymond Blvd., and Colden St.

Prohibited Uses

Buildings and properties may not be used for any of the following uses anywhere in the Sub-District:

1. Drive thru establishments
2. Surface parking lots as a principle use that fronts on Warren Street

3. Sexually oriented businesses
4. Outdoor auto sales
5. Gas stations
6. Auto repair
7. Billboards (in accordance with Newark Zoning Ordinance)
8. Bars, night clubs, and dance halls without noise mitigation measures to ensure compliance with state and local standards (65 decibels at property line).
9. Facilities that provide congregate living arrangements that provide shelter or lodging for profit or charity with or without meals including homeless shelters, rooming houses, hotels without private bathrooms, or halfway houses except when directly affiliated with a fraternal/fraternity or sorority organization or student housing
10. Drug or alcohol treatment facilities
11. Pawn Shops and Ammunition Retailers
12. Tattoo/Body Piercing Establishments
13. Detached single-family dwellings
14. New construction of detached two- or three-family detached dwellings.
15. Elevated walkways or skyways between buildings
16. Parking garages with over 1000 vehicles.
17. Stand-alone parking garages or parking garages within mixed-use buildings with more than 7 parking levels, excluding the ground floor if the ground floor is used for parking.

Parking Standards

Surface parking is allowed on the site if screened from all streets around the site. Surface parking is not allowed to front on any portion of the Warren Street frontage. Parking can be provided either in garages or underground. Parking should be provided only for uses on the site.

A maximum of 200 parking spaces should be provided on this site unless the parking is accessed by two exits and two entrances or if the parking is divided among several locations on the site.

Design Guidelines

a) Buildings fronting on Warren Street must have at least 75% of their façade located at the front yard setback line, which is to be a maximum of five feet. Active ground-floor uses are required at the ground floor for at least 65% of the building frontage on Warren Street.

b) At least 15% of the site should be dedicated to semi-public

open space and a minimum of 55% of that semi-public open space should be landscaped with pervious surfaces including but not limited to grass, various plantings, flower beds, and/or permeable pavers.

c) Buildings on the site should be but are not required to be LEED-certified.

d) The site should be designed to have safe and pedestrian-friendly access to the Warren Street Newark Light Rail Station located across the street.

C. Special Area Provisions

The special area provisions section is overlay regulations and urban design standards for the mentioned areas. The provisions govern specific areas as indicated by block and lot numbers associated with each of the following sections:

1. Newark Museum 100th Anniversary Signature Project
2. New Jersey Institute of Technology Gateway Plan
3. Newark Housing Authority and the Baxter Terrace Site Redevelopment

Newark Museum 100th Anniversary Signature Project

The Newark Museum 100th Anniversary Signature Project is a development project that is consistent with the Broad Street Station District Redevelopment Plan and that fundamentally furthers many of the goals, objectives and principles of the Plan.

Due to the uniqueness of the Newark Museum's expansion project due to the fact that this project is not a private development but a public/private cultural institution with a variety of uses on one site, this section of the special project provisions chapter establishes unique zoning and urban design standards for this project that in certain cases supersede those in the Plan for Sub-District C which the museum site falls entirely within.

The following additional zoning and urban design standards apply to the Newark Museum 100th Anniversary Signature Project, defined as the following area: Block 35, Lots 8, 10, 12, 17, 20-25, 27-35, 37 and 38; Block 34, Lots 1, 9, 10, 11, 17, 14 and 47.

1. Provisions for right-of-ways and setbacks on Central Avenue
2. Provisions for minimum ground floor height
3. Provisions for front yard setbacks on Washington Street
4. Provisions for active ground-floor uses as part of the proposed

parking garage

5. Provisions for ground-floor active uses for parking garages
6. Provisions for height and step-backs
7. Provisions for minimum height
8. Consistency with Newark Landmarks and Historic Preservation Commission Approval

1. The Museum's 100th Anniversary Signature Project proposes the following right-of-way changes and front yard setback deviations that are supported by the Broad Street Station Redevelopment Plan:

- a. Widening of the Central Avenue roadway and public right-of-way to accommodate a bus queuing lane and replacement sidewalk; and
- b. A setback on a portion of Central Avenue from the old right-of-way boundary line to accommodate the bus queuing lane while preserving the sidewalk.

These changes are consistent with the Plan and are allowed. The widening of Central Avenue to accommodate a bus queuing lane is subject to the approval of the City of Newark's Department of Engineering, though supported by this Plan. The following provisions apply to these right-of-way and setback proposals:

1) The Museum should dedicate that portion of the Museum's property that will replace the public sidewalk to the City to be part of the public right-of-way of Central Avenue. If this is not done, the Museum at least must allow a public access easement in perpetuity for this portion of the property.

2) At no point along Central Avenue must the sidewalk width be less than 6 feet.

3) The sidewalk width along Central Avenue should be a minimum of 10 feet wherever feasible.

4) A pedestrian study may be required by the City of Newark Department of Engineering if the current sidewalk is to be reduced.

2. The Museum's Signature Project will have a minimum ground floor height of no less than 13 feet rather than 16 feet because the active ground floor space will likely be used for museum-related active uses and not necessarily as retail. This applies only to new construction on Central Avenue, University Avenue, and Washington Street.

3. The front-yard setbacks of Museum buildings on Washington Street have received approval from the Newark Landmarks and Historic Preservation Commission and further the Plan's goal of creating consistent streetwall conditions. In the spirit of creating wide, walkable sidewalks while encouraging development that has no front yard setbacks from the property line, the Museum should allow a public access easement in perpetuity for the portion of their property in front of these buildings or dedicate that portion of the Museum's property to the City to be part of the public right-of-way of Washington street.

4. "Active ground level uses" for the ground floor of the Museum's proposed parking garage shall include windows with public art displays, or public art installations and may be without front doors on the street and shall have no minimum depth. Pedestrian and second vehicular entry ways and exits to and from the garage are considered part of the total street frontage and cannot be counted toward the 65% requirement. If public art displays or installations are used they should be lively and dramatic and should engage passersby in

meaningful ways; the museum shall be allowed complete flexibility with how to achieve this.

5. The Museum is considered a ground-floor active use and therefore satisfies the special ground floor prohibited use standards of the Plan. The Museum is exempt from transparency requirements except for new construction, which should include a minimum of 50% transparent materials at the ground-floor level. This applies to both Central Avenue and Washington Street. However, the first fifty (50) feet of the Museum's Central Avenue façade from the corner of Central Avenue and Washington Street must adhere to the 65% transparency requirements in the plan. To satisfy this requirement, transparent materials can be placed on the exterior of opaque walls if there are light- or climate-sensitive exhibits behind that wall at ground-floor level.

6. The Museum's property is exempted from all step-back provisions in the plan. The functional space (parking spaces) on the top floor of the proposed parking garage is not to exceed 100 feet of height. Functional space does not include towers, cornices, walls or any other feature of the structure except for floor space that is used for parking.

7. The Museum's Signature Project is viewed as one contiguous building/lot for the purposes of minimum height standards. There is a minimum height of 30 feet anywhere in Sub-District C, which the Museum falls entirely within, but this minimum is met as long as a portion of the new construction (except the parking garage) on the project site is taller than 30 feet.

8. The Broad Street Station District Redevelopment Plan recognizes that the Newark Museum's 100th Anniversary Signature Project

has received approvals from the Newark Landmarks and Historic Preservation Commission (NLHPC) for all concept design except for signage, and sets no additional historic guidelines or historic standards on the site above the approvals given by the NLHPC.

New Jersey Institute of Technology Gateway Plan

1. NJIT Gateway Plan as integrated into the Broad Street Station District Redevelopment Plan
2. Special area provisions for properties in the NJIT Gateway Plan area

The following explains the way the NJIT Gateway Plan as integrated into the Broad Street Station District Redevelopment Plan

The NJIT Gateway Plan provides a redevelopment strategy for the neighborhood immediately adjacent to NJIT's campus. NJIT seeks to create an "urban living environment." The NJIT Gateway Plan addresses the properties on or near Martin Luther King Jr. Boulevard between Central Avenue and Orange Street. At both of these intersections NJIT proposes creating new public open spaces, new retail spaces at ground floor with a variety of uses above. By advancing this planning initiative, NJIT continues to make strong ties outside its campus borders both within Newark and throughout the region.

MLK Gateway

The NJIT Gateway Plan regards the MLK Gateway site as a key component of the plan. Located at the northern end of Martin Luther King Jr. Boulevard and near Interstate 280 and Broad Street Station, this site presents a redevelopment opportunity to create an anchor

of neighborhood retail and a northern gateway to the Broad Street Station District and the Universities that will accommodate retail, housing and parking that accommodates the parking demands of new uses as well as parking for St. Michael's and University-related uses. New development should establish a stronger pedestrian connection to NJIT's campus and the James Street Commons neighborhood. Across the street, the NJIT Business Incubator building is proposed to be renovated into a mixed-use residential building with ground floor retail.

The Broad Street Station District Redevelopment Plan (this Plan herein) acknowledges the Gateway Plan's goals and principles with regard to this site and therefore encourages retail on the ground floor on both sides of MLK Blvd, as well as requiring ground floor retail on Orange Street and at the corner of MLK and Orange. Maximum height requirements for the MLK Gateway sites are generous enough to allow the mix of uses called for in the Gateway Plan to be provided at moderate to medium densities. This Plan recognizes the need for both replacement parking for St. Michael's Medical Center and NJIT and parking for new development on this site and is consistent with the Gateway Plan in its recommendation of locating large-scale garages on Orange Street. However, this Plan limits the size of parking structures in residential communities and calls for minimizing parking structure impacts to residential streets, thus the placement of the garage's exits/entrances will not be permitted on James Street and wrapping design standards shall apply to the garage as laid out in the "special project provisions" section to follow. Parking provision in the entire Broad Street Station District should respect the scale and character of historic neighborhoods while helping to achieve the goal of reducing dependence on vehicles and creating a walkable neighborhood.

The Gateway Plan also encourages extending Summit Street to Orange Street to bifurcate the block which makes up a majority of the site. This Plan generally supports the re-mapping of streets in order to regularize the street grid and improve north-south connections.

University Park

The Gateway Plan identifies what is currently called Sussex Park, located at the intersection of Central Avenue and Martin Luther King Jr. Boulevard, an almost invisible public open space and recommends improving the park as well as pedestrian connections to it. Sussex Ave and Central Avenue should become more pedestrian friendly to facilitate connections to an enhanced open space. The park itself should become a more functional gathering space if made more attractive and more integrated with new and current development. This Plan is consistent with the Gateway Plan's goals for Sussex Park and the surrounding intersections and streets and recommends capital improvements for Sussex Park and aggressive traffic calming for Sussex Avenue. Intersections around the park should also be made more pedestrian friendly through streetscape improvements.

The Gateway Plan recommends that adjacent existing buildings on the northwestern edge of the park could be adapted to have ground floor retail uses with housing on the upper floors. Efforts to retain existing active neighborhood businesses that contribute to the vision of the Plan are strongly encouraged. The Sigma Pi Fraternity building is a key historic building in the James Street Common Historic District and should be preserved amidst any new development on the block. The bulk of this district could be transformed into new development that accommodates a variety of commercial and educational uses ancillary to the university which could include retail at the ground floor with university-supporting uses above such as a hotel and conference center.

This Plan is consistent with the NJIT Gateway Plan for this site by encouraging a mix of uses in the area. In addition to the Sigma Pi Fraternity Building there are other contributing buildings in this area that may warrant preservation and could be adaptive reused. The plan requires ground floor active uses on Central Avenue and Sussex Avenue, and allows for a mix of uses, including hotels and conference centers. The Central Avenue corridor is encouraged to be a medium-density institutional corridor with uses including higher education facilities, offices, research facilities, retail, various active uses at ground floor, conference centers, hotels, and residential development that should include student housing but may also include affordable and market rate housing.

Greek Village

The Gateway Plan identifies this site, the largest as-yet un-built parcel owned by NJIT, currently used for surface parking, as an opportunity for creating a new location for NJIT's fraternity-affiliated organizations. Relocated from their current location along Martin Luther King Jr. Boulevard, the separate houses would be brought together into new residential buildings designed specifically to accommodate the intended use. Built in typical row house fashion, each Sorority/ Fraternity would be separated from the next with a party wall, allowing for the house to create its own identity. The lawn space would serve as an extension of their living rooms, and figure prominently in the collective resident student life at NJIT. The site of the Greek Village makes up the entirety of the Plan's Zoning Sub- District G. The regulations and urban design standards for Sub-District G have been written with maximum flexibility while advancing the redevelopment goals of both this Plan and the NJIT Gateway Plan.

The NJIT Gateway Plan recommends both adaptive reuse and modern expansions for St. Michael's Medical Center. At the corner of

Central Avenue and Martin Luther King Jr. Boulevard the old hospital building from the end of the nineteenth century (first wing in 1871, additions in 1888) sits vacant. Though in need of rehabilitation, the Gateway Plan recognizes its architectural merit and recommends it be preserved through adaptive reuse as residential or offices. On the northwest corner of the site, the plan allows additions to the hospital making room for a new building to be constructed for hospital uses with ground level retail fronting onto Martin Luther King Jr. Boulevard.

The Broad Street Station Redevelopment Plan strongly encourages the adaptive reuse of the old hospital building. The Plan allows for a mix of residential, ground-floor commercial, and/or office for the old St. Michael's building. Due to the uniqueness of the NJIT Gateway Plan, which covers a substantial minority of the Broad Street Station District. Redevelopment Plan area, this section establishes urban design provisions and standards for the NJIT Gateway Plan Area that in certain cases supersedes those in the Plan for Sub-District E, D and/or B for the NJIT Gateway Plan Area as defined in Figure 4.16 (the NJIT Gateway Plan Applicable Area) and as stipulated by the following blocks and lots: Block 43, Lots 1, 4, 10, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 46, 48, 50, 51, 52, 60, 61; Block 2857, Lots 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30; Block 2858, Lots 1, 2, 10, 12, 14, 15, 16, 18, 20, 23, 43, 45, 50; Block 372, Lots 1, 5, 6, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 22, 24; Block 384, Lot 1; Block 2828, Lots 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 37, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61; Block 2830, Lot 1; Block 2831, Lots 3, 5, 6, 13, 18; Block 389, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 32, 33, 34, 35, 36, 46, 47, 48, 49, 51, 53; Block 40, Lots 1, 2, 3.01, 3.02,

4.01, 4.02, 5, 6, 7.01, 7.02, 8.01, 8.02, 9, 10.01, 10.02, 11, 12, 16, 17, 18, 19, 20, 21, 22, 23, 25, 32, 35, 36, 37, 38, 42, 47, 48, 52.01, 52.02, 53; Block 41, Lots 1, 3, 32, 33, 34, 35, 36, 62, 65, 66, 69, 70, 72; and Block 42, Lot 44.

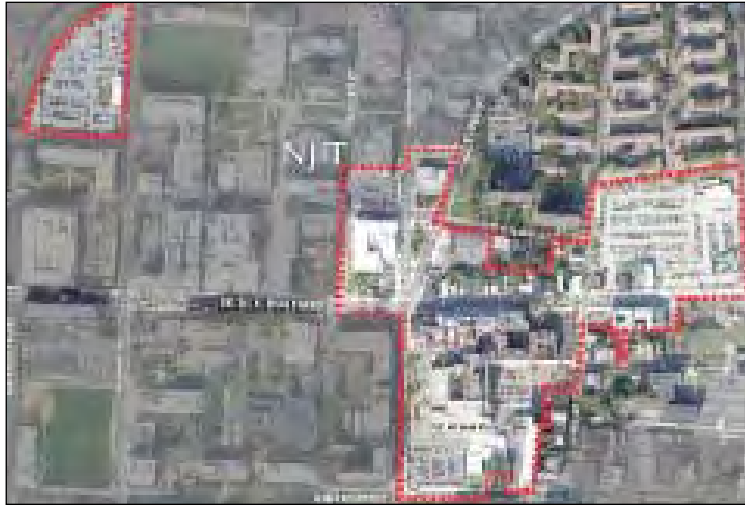


Figure 4.16

The goal of the overlay land use and design regulations below is to protect the historic integrity of James Street and the residential viability of Boyden Street and to encourage the design and location of parking facilities in the NJIT Gateway Plan Area to be as “invisible” as possible while accommodating parking needs for a wider part of the District.

The following parking garage standards apply to the NJIT Gateway Plan Area and supersede all other applicable parking garage regulations, except the “Design Standards for Parking Garages” (see page 128). However, parking garages can have more than 130 feet of exposed elevation frontage.

1. Parking garages within this area shall have no limit on the amount of parking spaces provided in a structured parking garage. Traffic studies should be developed related to the future development of this site to ensure that garages over 1,000 cars manage the impacts of traffic on the adjacent streets and residential community.

2. The exposed façade of a parking structure facing Boyden Street or MLK Boulevard shall not exceed 33% of the total linear length of the block. Garages structures that exceed 33% of the block frontage of these streets shall provide residential or other uses that shield or wrap the structure in a manner that shield the obscure the view of the garage from the street.

3. The exposed façade of a parking structure on James Street is prohibited. However, the garage elevation from the James Street side may rise above the wrapper uses that front onto James Street.

4. Parking garages in this area may front onto Orange Street but shall adhere to active ground floor use standards.

5. Parking garages in this area shall not exceed 80 feet in height except for towers or support columns or mechanical equipment or stairwells or any other portion of the garage except for area used to park cars.

Newark Housing Authority

Due to the uniqueness of the Newark Housing Authority’s Baxter Terrace Redevelopment Project, which covers a substantial minority of the Broad Street Station District Redevelopment Plan area, this section of the special area provisions chapter is needed to provide regulations and urban design standards that in certain cases either

supplement or supersede those in the Plan for Sub-Districts E and B for the following areas: Tax Blocks 2833, 2854 and 2829, including all lots therein.

A. The Newark Housing Authority redevelopment shall include a mix of housing types and mix of densities:

8. Supplementing Design Guidelines:

- a. Detached multifamily or detached single-family housing is prohibited
- b. Townhouses should be set back a maximum of 6 feet from the street
- c. Private rear yards of no less than 20 feet in depth are encouraged where feasible

9. Parking Guidelines (supersede Sub-District E parking standards):

- a. A maximum of 1.5 spaces per unit is allowed on the site.
- b. A maximum of 1 designated visitor off-street parking space for every 4 units is allowed.
- c. All off-street parking must be provided in the rear of properties.
- d. No parking is allowed in front of the property façade and no front-accessed garages are allowed.
- e. The creation of common alleys is encouraged to provide accessibility to rear parking.
- f. Parking is allowed in rear driveways only if the driveway is at least 15 feet in length.
- g. Driveways are to be a maximum of 10 feet in length.
- h. Surface parking lots are discouraged. Parking should be provided in garages within units or in spaces at the rear of units.

B. The Newark Housing Authority redevelopment should promote a mix of incomes

- a) The Plan strongly encourages a wide distribution of the affordable units and the public housing units throughout the site and in different housing types on the site.
- b) The Plan encourages market rate housing of various types on the site.
- c) The Plan encourages housing to be provided at multiple levels of affordability to the extent feasible.

C. New streets

- a) Extension of Boyden Street to Sussex Avenue is strongly encouraged.
- b) Extension of Hoyt Street either as a vehicular right of way or a pedestrian passageway through to Orange Street is encouraged to foster strong connections between the Baxter Terrace redevelopment, NJIT and retail on Orange Street.
- c) New streets should be created where feasible in order to foster connectivity with adjacent neighborhoods and retail and to regularize the street grid as much as possible while maximizing the developable land on the site.

V. Consistency with Existing Plans

Several urban renewal and redevelopment plans cover portions of Downtown Newark, several of which the Broad Street Station District Redevelopment Plan shares borders with. These plans remain in effect and continue to guide development of those locations, except where they overlap with the Broad Street Station Redevelopment Plan, in which cases the Broad Street Station Redevelopment Plan supersedes all other plans. The plans to which this applies are the following:

1. Newark the Living Downtown Redevelopment Plan
2. Newark Arts and Education Urban Renewal Plan
3. Newark Colleges Urban Renewal Plan
4. James Street Commons Project Area Plan

The City of Newark Master Plan

The Broad Street Station District Redevelopment Plan also complements and furthers the goals of the Land Use Element of the Master Plan of the City of Newark, which designates the plan area as part of its Special Downtown Land Use District. This area is recommended to become a high-intensity mixed use

area that includes an entertainment overlay. Intense office uses and high density residential are allowed while retail development is emphasized. The Broad Street Station District Redevelopment Plan's design principles which focus on new residential development and a strong retail downtown with designated retail streets is directly consistent with the goals of the Special Downtown Land Use District of the Land Use Element of Newark's Master Plan. The Broad Street Station District Redevelopment Plan differs slightly from the Land Use Element in its treatment of certain properties designated L-1, or light industrial, because assumptions have changed and those areas are better suited for retail and mixed-use development in line with the transitional (S-T) land use designation.

State Development and Redevelopment Plan

The Broad Street Station District Redevelopment Plan is consistent with the State Development and Redevelopment Plan. Newark is a designated an Urban Center in the State Plan, where intense land development is encouraged, particularly within in its downtown area. The primary goal of the Broad Street

Station District Redevelopment Plan, to make Downtown Newark a 24/7 living downtown where people choose to live, work and play directly furthers four of the State Plan's eight main goals, including revitalize the State's cities and towns; conserve the State's natural resources and systems; promote beneficial economic growth, development and renewal for all residents of New Jersey; protect the environment, prevent and clean up pollution; and preserve and enhance areas with historic, cultural, scenic, open space and recreational value.

The Broad Street Station District Redevelopment Plan satisfies these goals by spurring the revitalization of Downtown Newark; encouraging rehabilitation of existing buildings and development of new ones in an area that is infrastructure rich; promoting economic growth and development in Newark; reducing barriers to development for downtown sites, including those that are contaminated; and bringing new life to those areas of downtown with currently underappreciated historic, cultural, scenic, open space and recreational value.

Other Municipalities

The Broad Street Station District Redevelopment Plan has no common boundary with any other municipality, so it would not have a significant impact on the plans of any municipality that borders the City of Newark.

VI. Project Review Process & Amendments to the Plan

Site Plan Review Requirement

The requirements for site plan review in Section 38:10-5 and 38:10-6 of the Newark City Code shall apply to this plan.

Expedited Project Review

If the project consists entirely of:

1. An existing building with less than 50,000 square feet of gross floor area,
2. No new construction or additions are being made that add gross floor area to a lot or building, and
3. Fully complies with all aspects of this plan,

Then it shall constitute a minor site plan application and a subcommittee of the Central Planning Board shall expeditiously review the site plan application and proposal at a special meeting held within 30 days of the submittal of a complete application without need for a formal public hearing. This subcommittee shall make a decision on that project and provide the entire

Central Planning Board with its decision for ratification at the next regularly scheduled or specially scheduled public hearing.

Deviations

The Central Planning Board and the Zoning Board of Adjustment are authorized to grant variances from the building and use requirements contained in this plan in accordance with the jurisdictional authority stipulated in the Municipal Land Use Law at NJS 40:55D-60 and 40:55D-70.

Relief From Or Applicability Of Other Regulations

Projects undertaken through this plan shall not be required to comply with Residential Site Improvement Standards regulations. All other regulations for projects covered by this plan including special district regulations, Site plan and subdivision, and zoning regulations, including Chapter 9 of the Zoning Ordinance: Historic Sites and Districts (Title 40:9-1 et. al.) not addressed by this plan; or other local and state regulations shall apply.

Appendix: Definitions

Whenever the following terms, words or phrases are used, they shall have the meaning and scope herein given.

Generally, words used in the present tense including the future; the singular number includes the plural and the plural number includes the singular.

The word “lot” includes the word “plot;” and the word “building” includes the word “structure.”

Ancillary or ancillary use shall mean a use customarily incidental and subordinate to the principal use conducted on a lot. The words “ancillary or ancillary uses” shall be synonymous with “accessory” or “accessory uses”

Alley shall mean a public or private thoroughfare which affords either a primary or secondary means of access to abutting property.

Height shall mean the height of a building or structure as measured by the vertical distance from the curb level to the highest point of the roof adjacent to the street wall.

Transparency shall mean the amount of fenestration or windows or glass used on the façade on a property or building.

Parking Garage, Structure, or Covered Parking shall mean a parking space or parking facility located entirely inside of a structure or on the roof of a structure; each parking space that is at-grade or at an elevation within 10 feet of land surface grade shall have either a parking deck or an interior space suitable for human occupancy directly above it. Covered parking’s definition includes parking garages and decks, but does not include parking lots.

Entertainment/Cultural Venues or Services shall mean establishments that document and display the social structures and intellectual and artistic manifestations that characterize a society. These include museums, art galleries, performing arts facilities, theaters, and botanical or zoological gardens of a natural, historic, educational, or cultural interest.

Active Uses/Active Ground Floor Uses shall mean establishments and facilities including but not limited to retail stores, restaurants, art galleries, and entertainment or cultural venues that generate substantial pedestrian traffic on the sidewalk in front of the use. Office space shall be an ancillary part of an active ground floor use, but shall not be an active ground floor use in and of itself.

Mixed-Use Buildings shall mean structures that contain more than one permitted use in different sections of the same building.

Sound Proofing Installations shall mean devices that reduce the level of noise generated from structure or activity such as densely constructed walls, insulated glass, or landscaping materials to ensure that noise levels are mitigated to a level of less than 65 decibels at the property line or to ensure that noise levels are eliminated at the wall separating residential uses from commercial uses.

Contributing Historic Structure shall mean any building or structure that is historically or culturally significant or is listed as “contributing” in any application or documentation relating to an established historic district.

Wine Shops shall mean retail establishments that sell alcoholic beverages other than hard liquor and beer.